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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXIV.

CHICAGO, ILLINOIS, JULY 15, 1905.

No. 1. { ONE DOLLAR PER ANNUM,
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COMPLETE MACHINERY OUTFITS FOR GRAIN ELEVATORS

We solicit inquiries from those who want the best that can be produced in

GRAIN HANDLING MACHINERY

At the present we are executing contracts for several of the largest elevators that will be built this season. Send for catalog.



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Works, AURORA, ILL.

Chicago office, First National Bank Building. Telephone, Central 4527

We Are Manufacturers of

Elevating and Conveying Machinery

For repairs or complete equipments, get our prices—they will interest you.

BURRELL MFG. CO.
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THIS IS THE Muir Improved Friction Clutch Pulley

There is no other "just as good." We have them in stock and guarantee every one. They can be adjusted while the shaft is running. This Clutch Pulley is especially adapted for Clipper and Cleaner Drives.

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—Originators and Manufacturers of—

Cold Rolled Spiral Steel Conveyor

INTERCHANGEABLE WITH OTHER KINDS

But very much **BETTER** in wearing qualities, as cold rolled steel is harder and **TOUGHER** than when softened in the furnace and dropped into shape. **COSTS NO MORE.** We make all kinds of **MACHINERY FOR GRAIN ELEVATORS.** We send Pinch Bars on trial. Our Sprocket Wheels and Chain are the best. We also make Pulleys, Shafting, Hangers, Car-loading Spouts, Elevator Buckets, etc. *Write for Catalogue.*

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Is used on this, the largest elevator building in the world, seven million bushels' capacity.

We should be glad to send you a list of users, advertising matter and samples.

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Lockland, OHIO
Sole Manufacturers

WESTERN ROOFING & SUPPLY CO.
177 Randolph Street, CHICAGO
Exclusive Distributors



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Grain Elevator Machinery and Supplies

from the southwestern house that carries complete stocks for prompt shipment.

No better goods offered. Prices will suit you. Send for catalogue No. 2

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427-431 West Fifth Street, KANSAS CITY, MO.

Corn Shellers?

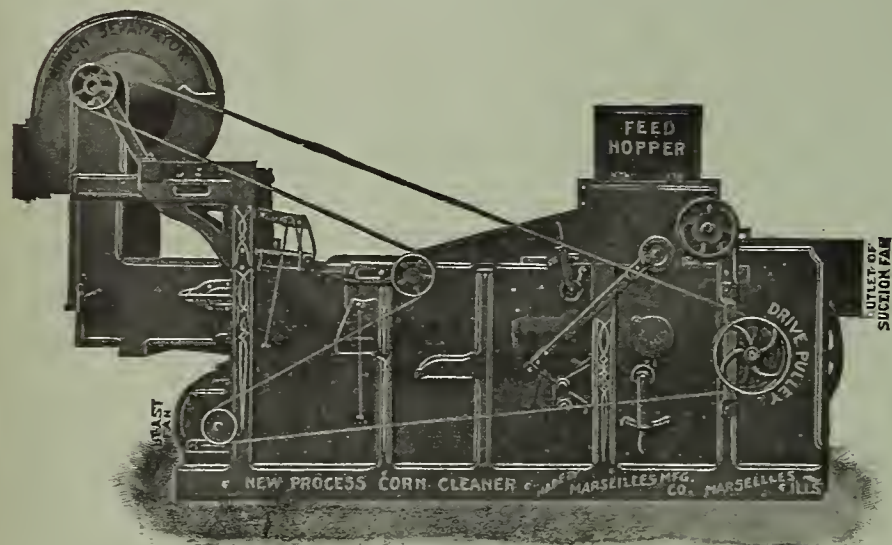
Do We Make 'Em?

*Well, just ask us for a copy
of our Catalogue No. 35*

IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

Combined Shellers and Cleaners

for shelling both husked and unhusked corn.



NEW PROCESS CORN CLEANER, WITH SHUCK SEPARATING FAN.



NEW PROCESS CORN SHELLER ONLY.

The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern States or the unhusked corn of Southern States.

*If you're going to buy a Corn Sheller
or Corn Cleaner, get a New Process.*

We are also manufacturers of Power Transmission Appliances and Grain Elevating and Conveying Machinery. We solicit specifications and the privilege of quoting on any requirements in this line.

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BUY FROM THE MAKER

OUR SPECIALTY

GRAIN ELEVATOR MACHINERY

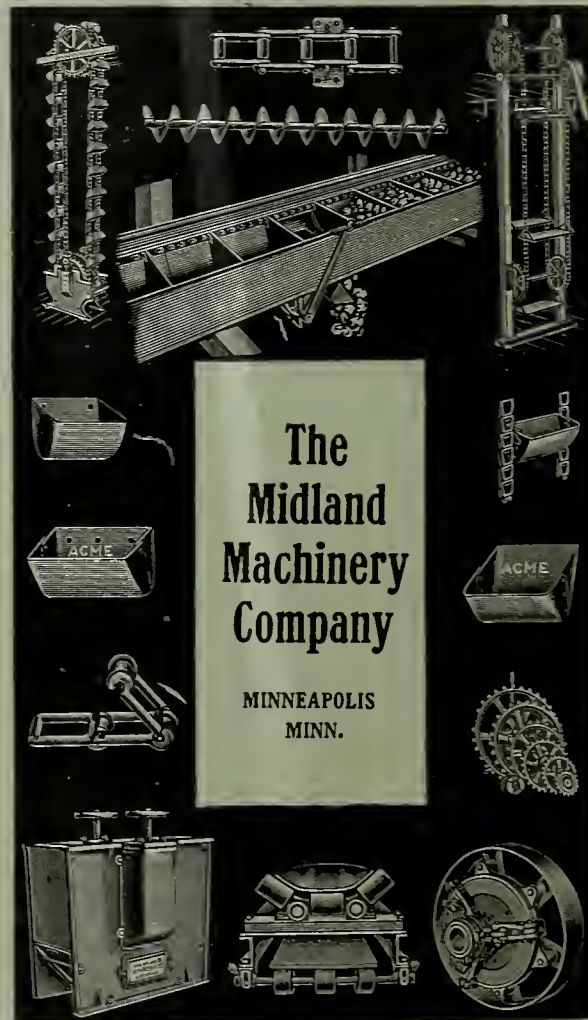
Friction Clutch Pulleys,
Manila Rope Transmission,
Power Shovels, Car Pullers,
Boot Tanks, Boilers,
Atlas Steam Engines.

When in the market let us hear from you.

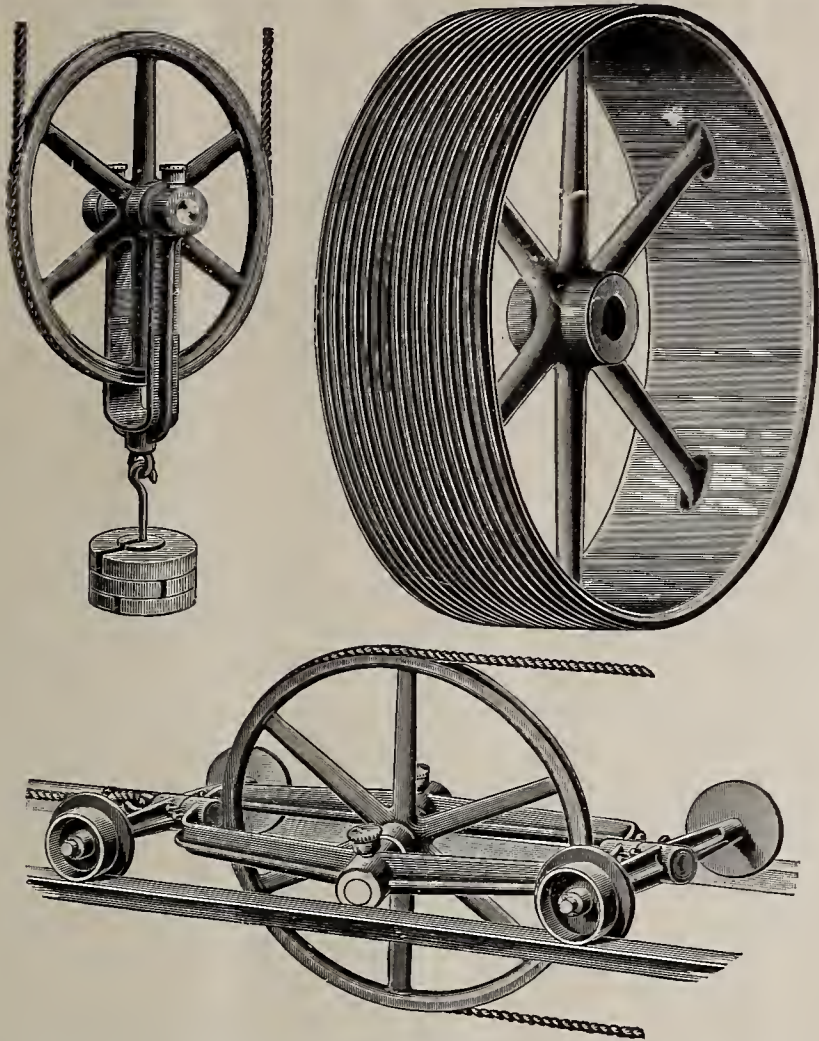
**LINK-BELT SUPPLY
COMPANY**

MINNEAPOLIS, MINN.

Grain Elevator Machinery and Supplies



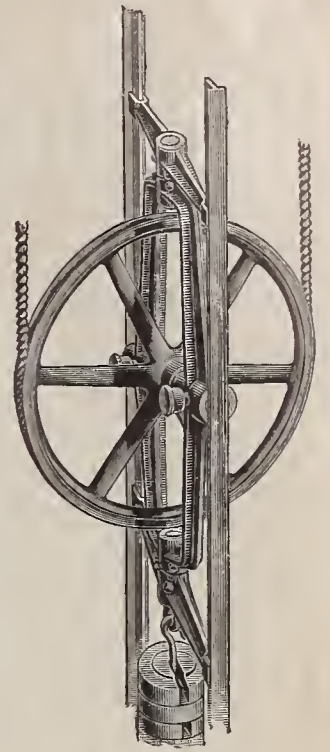
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ARE YOU HAVING TROUBLE WITH YOUR BELT DRIVE?

It you are, write us about a rope drive. We solve power transmission problems.

We also manufacture a complete line of other grain elevator machinery and handle elevator supplies of every description. Let us figure with you. We have two large factories in which to turn orders out. We are therefore in a position to give customers prompt service.



Kingsland-Kay-Cook Mfg. Co.,

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Fairbanks Scales

won the Grand Prize at the Louisiana Purchase Exposition, St. Louis, 1904, for the very reason that you ought to use them,

They Are the Best

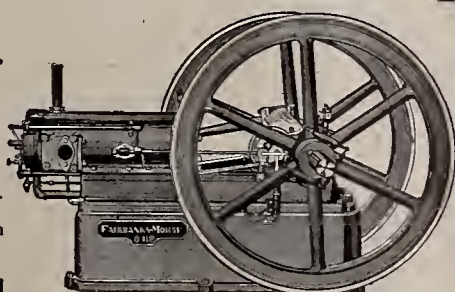
Fairbanks-Morse Gasoline Engine is the most economical power for Elevator or Mill use. By using it one man can often run the whole elevator.

Send for Catalogue No. 544.

Fairbanks, Morse & Co.

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Detroit, Mich.	Kansas City, Mo.
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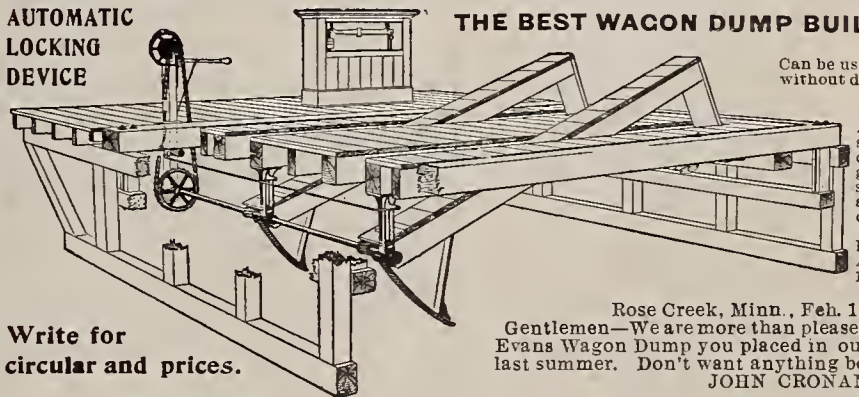


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AUTOMATIC
LOCKING
DEVICE

THE BEST WAGON DUMP BUILT

Can be used with and without dump scales



Absolute safety control, great strength and durability.

Patented April 12, 1898.

Write for circular and prices.

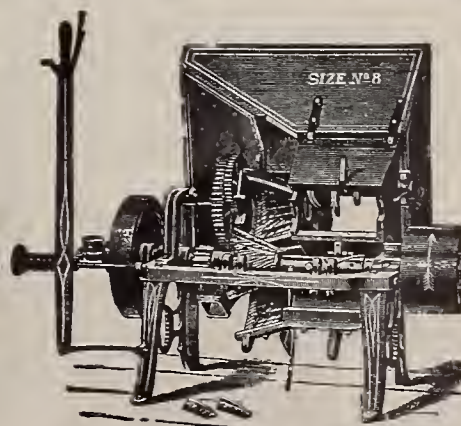
Rose Creek, Minn., Feb. 10, 1901.
Gentlemen—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.
JOHN CRONAN & CO.

MOULTON & EVANS,

909 E. 18th Street, Minneapolis, Minn.

Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS. DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.

Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

THE HESS GRAIN DRIER

*Makes Money
Saves Money*

*Necessary to all up-to-date
grain elevators*

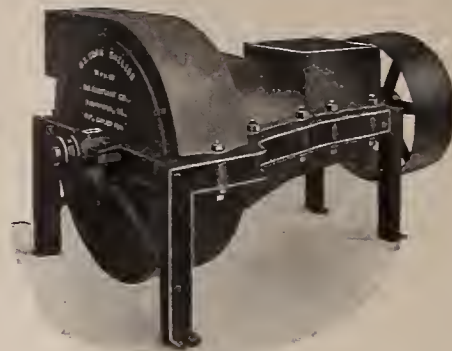
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Send for one*

Hess Warming & Ventilating Co.

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Will ship you one on 30 days' trial



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GENTLEMEN:—Having tried your No. 4 U. S. Corn Sheller and tested it thoroughly, must say it will surprise any grain man as to its make-up and what it will do.

It does not crack the grain any more than the other makes so universally used; I hardly think as much.

It runs easily and will shell more according to its size. All iron; no hopping; small space it occupies, interchangeable concaves, and the fact that every piece is bolted from the outside, makes it a very desirable machine.

It has the best principles and it has eliminated the objectional features common to most all other shellers.

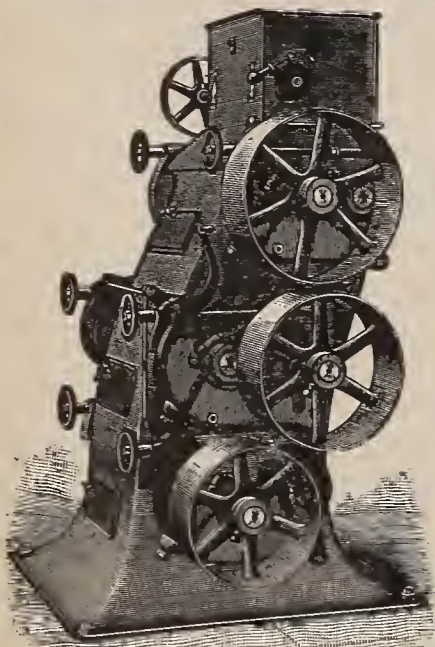
I certainly recommend this sheller to anyone who wants a good machine; one that will free your mind from the worry common to the older ones. Yours with best wishes for the U. S.,

E. M. FISHER.

*If interested, send for catalogue
and prices.*

B. S. CONSTANT CO.

BLOOMINGTON ILLINOIS



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

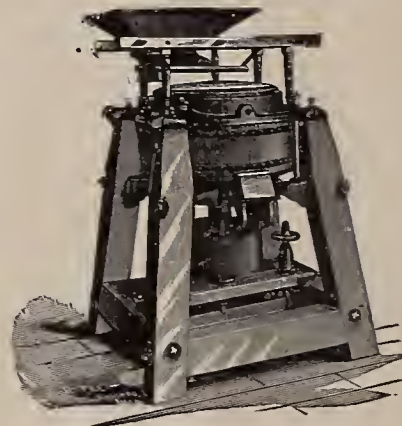
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—IT PAYS—

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

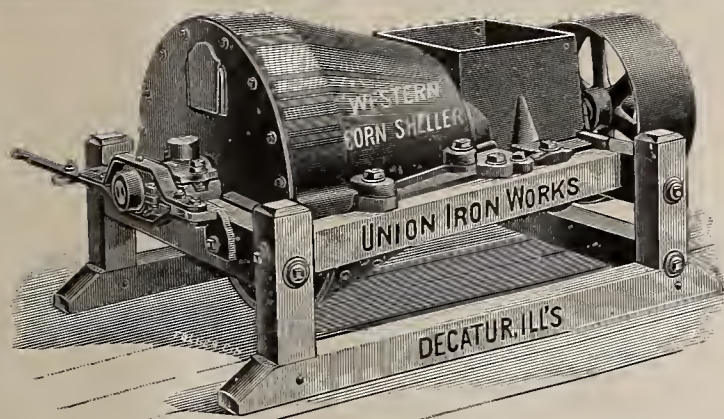
We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



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WRITE FOR CATALOG WITH CUTS AND FULL
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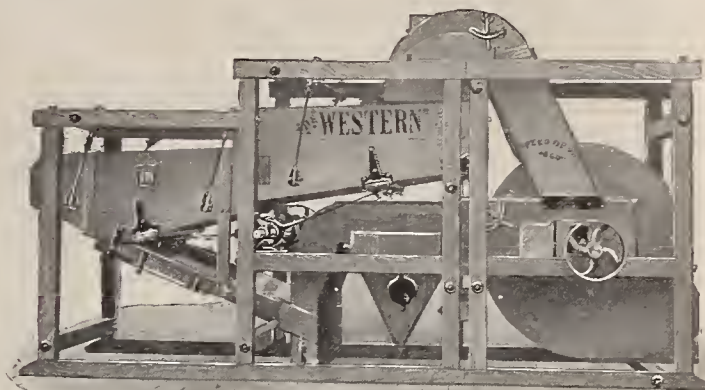
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Are You Building a New Elevator?
Are You Remodeling Your Old One?

IF SO, EQUIP IT WITH

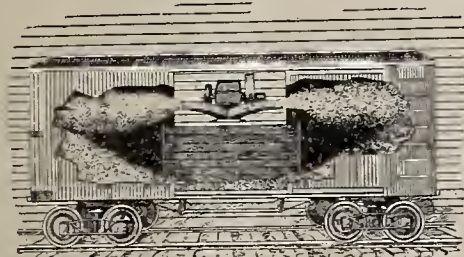
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Plans furnished
upon application



"Western" Shaker Cleaner

The Boss Car Loader



which is shown in the accompanying cut, is without doubt the best car loader on the market.

For particulars, write to

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Maroa, Ill.

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Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN OR BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price.

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SCIENTIFIC IN SIMPLICITY EFFICIENCY
UNRIVALED IN

The Standard of the Trade

Modern in design—perfect in detail—correct in construction

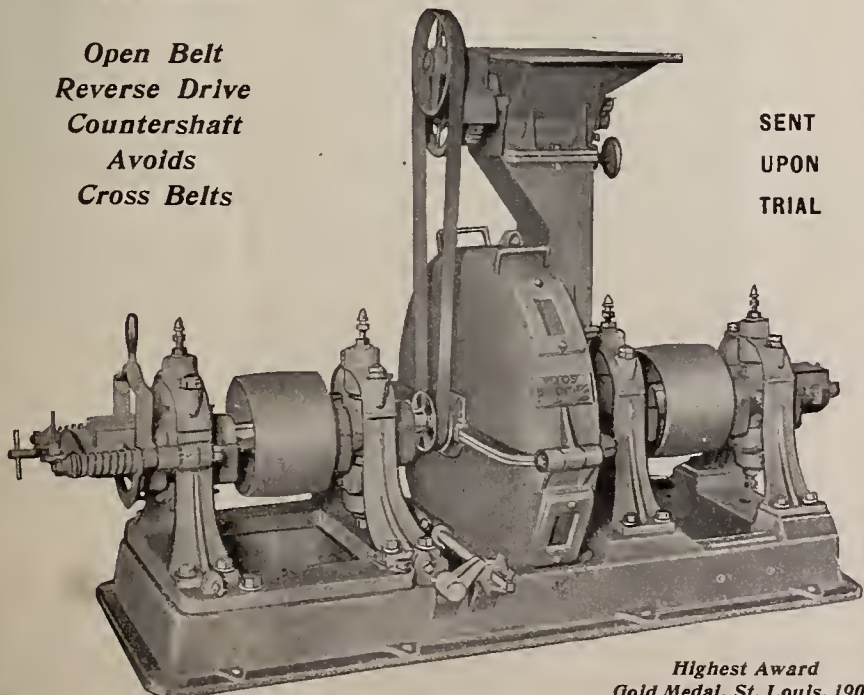
Less Power AND More Work

Interchangeable ring oiling bearings, quick release, automatic relief springs, duplex ball bearings, force feed, renewable eye to feeding head, quick plate changing device, **EASIEST TRAMMED MILL.**

Grinds ear corn, chop feed, bran, offal, cracks corn, etc., **FAST, FINE GRINDING.**

Open Belt
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Avoids
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SENT
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Highest Award
Gold Medal, St. Louis, 1904

THE FOOS MFG. CO. EST. 1878 **Springfield, Ohio**

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MANILA - SISAL - JUTE CORDAGE
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BEHIND "AMERICAN" CORDAGE

Stand the largest and best equipped Rope and Twine Mills in the U. S.
Uniformity in quality and workmanship assured.

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ROPE
"The Rope to Remember"

The Blue Book of Rope Transmission sent free upon request.

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Rope Drives

We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manila rope. Our **Machine-molded sheaves** are perfect in balance, accurately finished and free from flaws injurious to the rope.

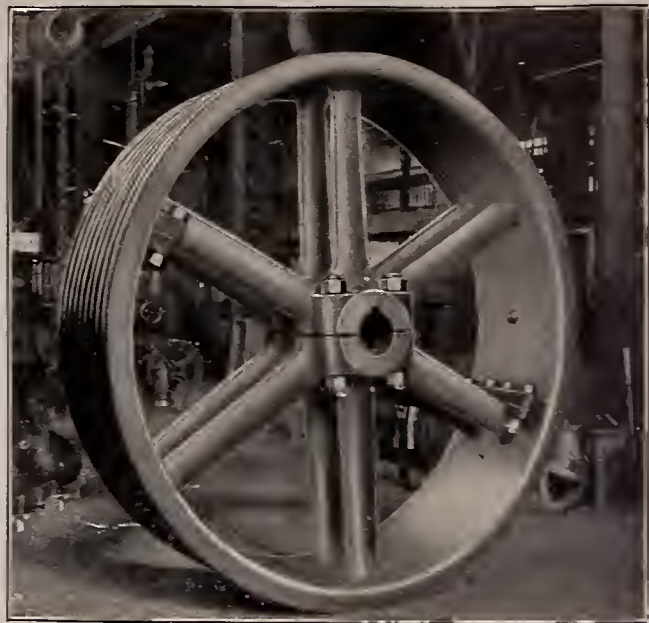
We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for Supplies.

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Western Ave., 17th-18th Sts.

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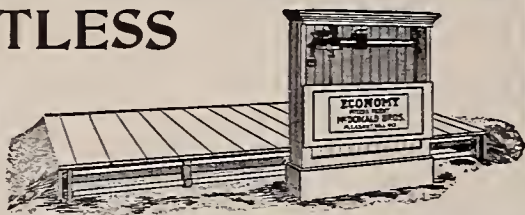


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WAGON and STOCK SCALE

Steel Joist, Steel Frame,
NO PIT TO DIG,
Frame Only 9 in. High



Original Pitless Wagon Scale. 15 Years on the Market with a Perfect Record
Thousands in daily use by the most prominent railroads, elevators, mills and grain dealers

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ALFALFA

The Williams Pat. Alfalfa Hay

CUTTER and GRINDER

Write For Bulletin No. 6.

THE WILLIAMS PAT. CRUSHER & PULVERIZER CO.

2705 N. Broadway,

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Cyclone Dust Collector



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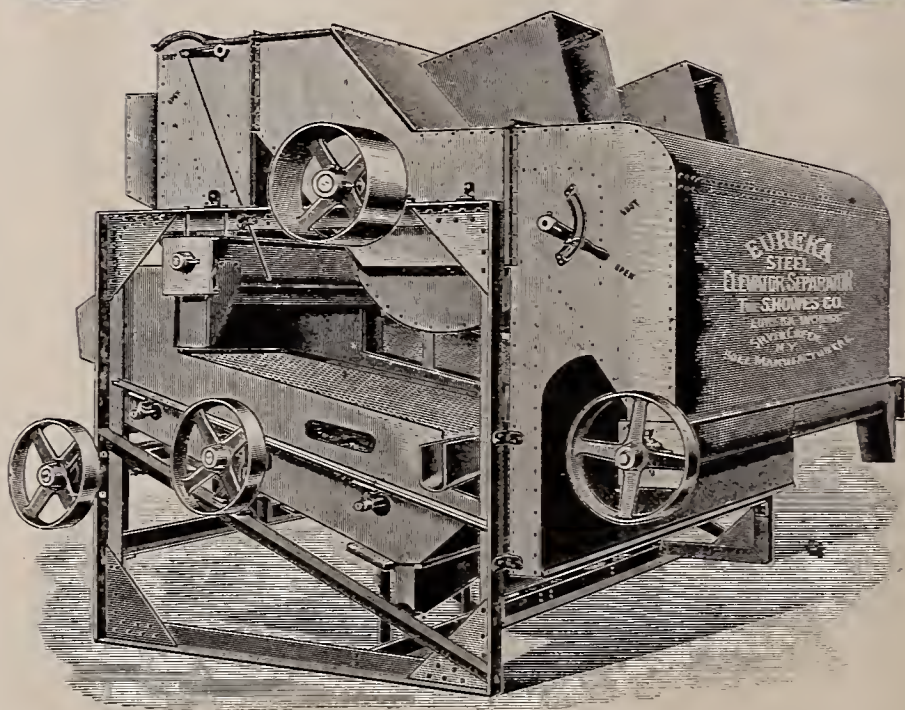
The Knickerbocker Co.

JACKSON, MICH.



The Largest Order

For Steel Cleaners that was ever placed was for fourteen largest size



"EUREKA" COUNTERBALANCED STEEL CONSTRUCTION SEPARATORS

Which are now used in the N. Y. C. R. R. Co.'s new elevator at Weehawken, N. J. Investigate them when in need of Steel Cleaners.

SOLE MANUFACTURERS

The S. HOWES CO., Eureka Works, Silver Creek, N. Y.

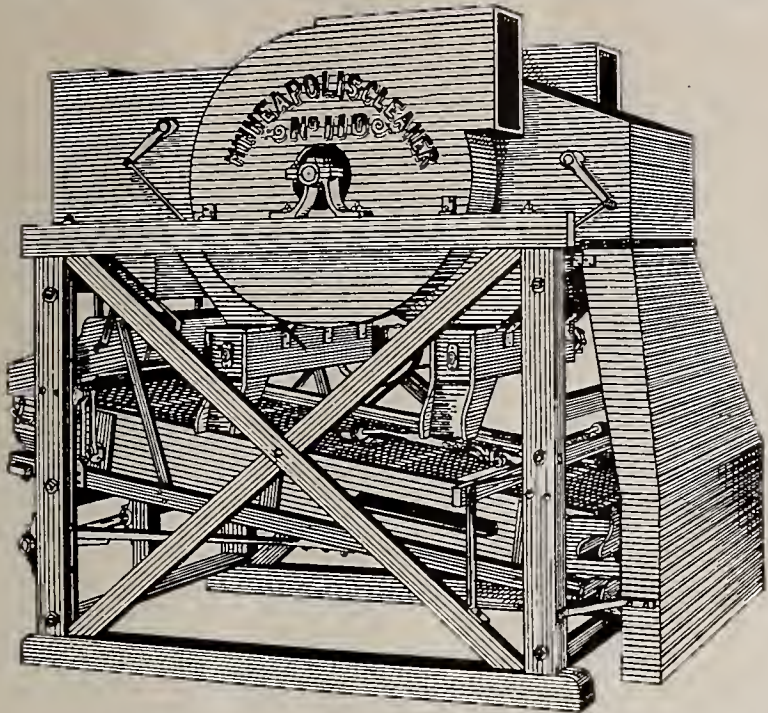
Established 1856

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MINNEAPOLIS: W. E. Sberer, 3 Chamber of Commerce
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SOMETHING DOING

When Cleaning Either Grain or Flax with an
Owen's Combination Flax and Grain Cleaner

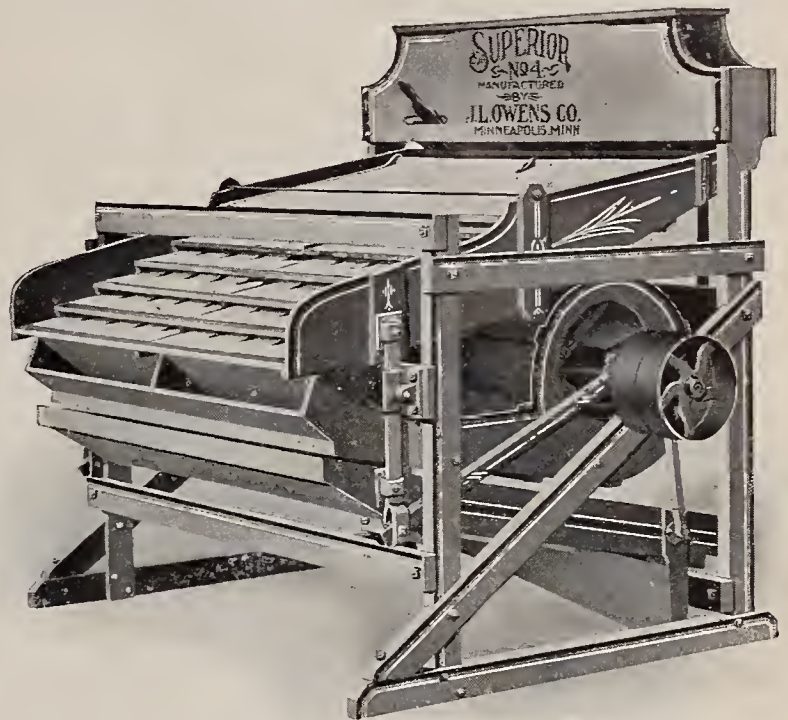


Better made, runs easier and will last longer than any combination machine made.

Write for Complete Catalogue

SUCCOTASH

Can be Separated with a
SUPERIOR No. 4



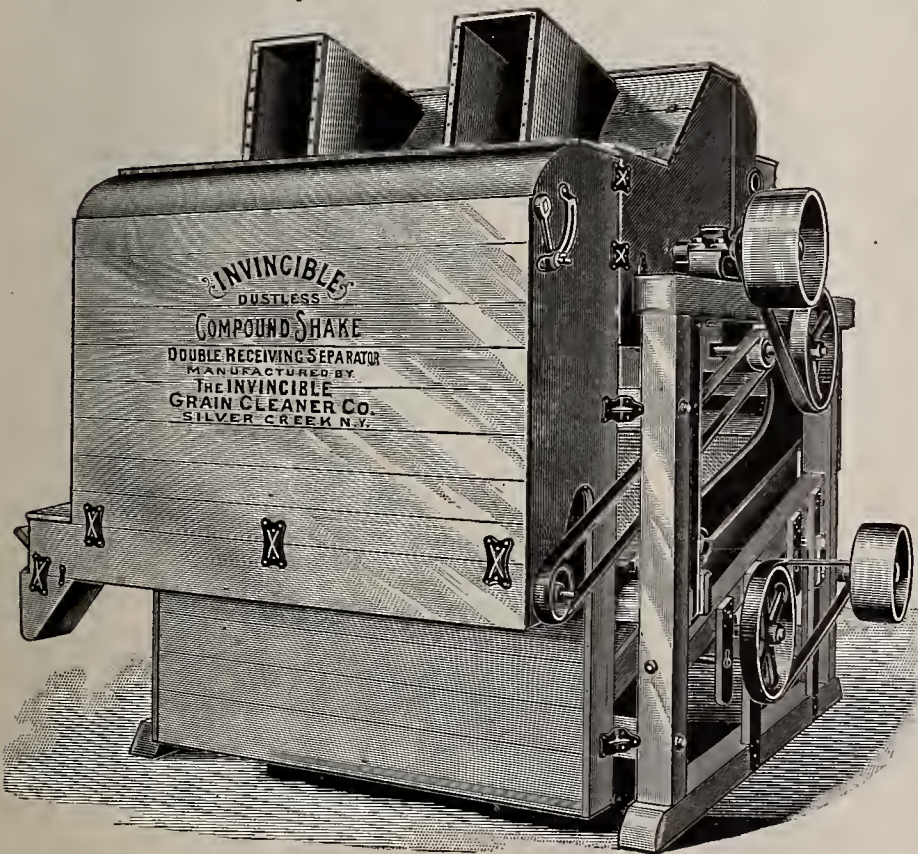
Positively the BEST and MOST PERFECT SUCCOTASH SEPARATOR made, and will hold its own for general purposes, cleaning wheat, oats, barley, rye, flax, corn, beans, peas, seeds of all kinds. Requires but one horsepower.

Order one on 30 days' trial.

J. L. OWENS CO. 615 SUPERIOR ST. S. E. MINNEAPOLIS, MINN.

GET THE BEST

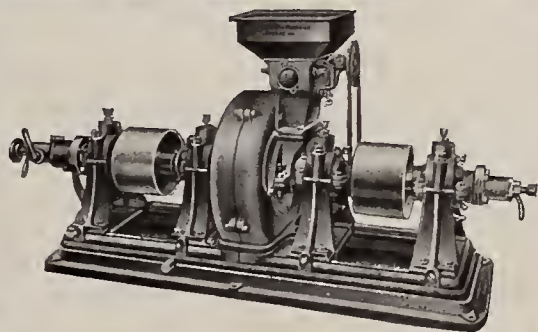
The INVINCIBLE Compound shake HIGH-GRADE Separators.
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
The INVINCIBLE Compound shake high-grade Double Receiving Separator.



INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

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MONARCH**

Satisfied Customers

After all, the success of any business depends on the goodwill of its patrons. If you don't please your customer you lose him. And there is nothing the up-to-date farmer is more particular about than his feed grinding. He wants his feed ground right. If you have a

Monarch Attrition Mill

You can satisfy him and retain his patronage. At the same time you can enlarge your bank account because the Monarch will grind more feed and better feed at less cost than any other mill on the market.

SOME REASONS WHY

Phosphor-bronze interchangeable bearings; cable-chain rollers; double movable base; safety spring; quick release; relief spring; special adjustable three-pulley drive; hammered steel shafting and ball bearings. There are others and they are fully covered in our catalogue. We will send it to you free of charge, or will send you a mill on trial, to be returned at our expense if not all we claim for it. That's fair; isn't it?

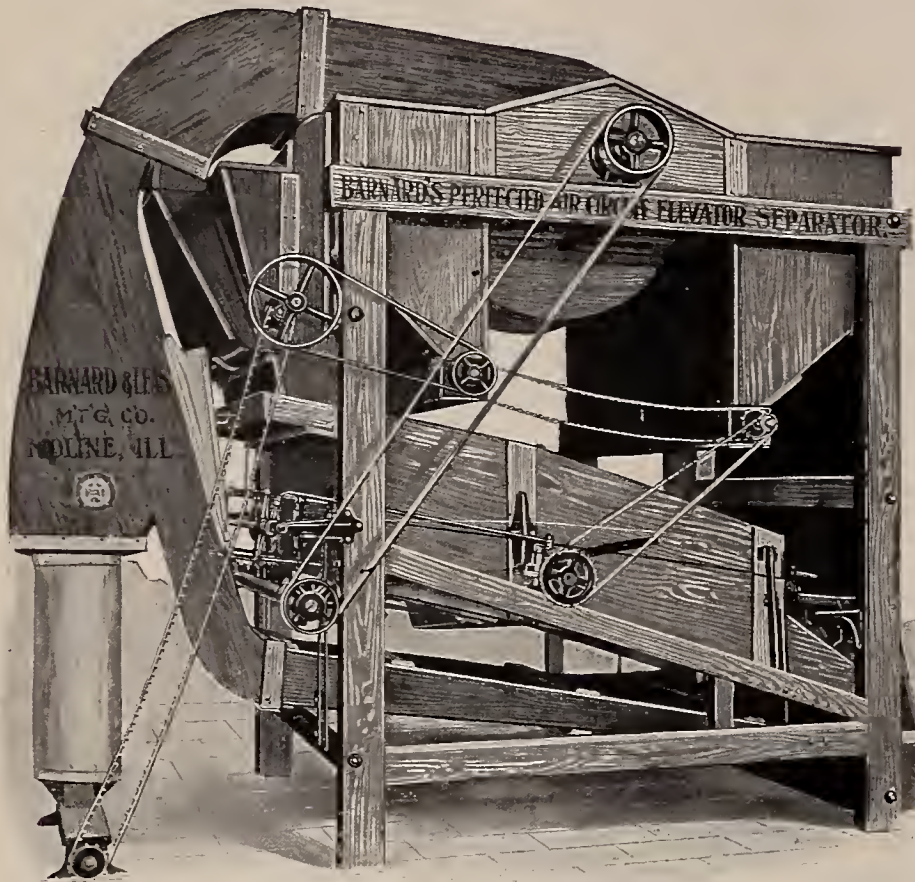
SPROUT, WALDRON & CO.

Northwestern Branch:
22-28 and 30 Corn Exchange, MINNEAPOLIS, MINN.

Box 320, Muncy, Pa.

Barnard & Leas Mfg. Co.

A Successful Separator



Barnard's Perfected Air Circuit Elevator Separator
With Sieve Cleaning Device

Barnard's Perfected Air Circuit Separator

makes the best air and sieve separations of any machine on the market.

It requires no dust collector, but collects and saves all the dust and screenings within itself.

It is also provided with our new sieve cleaning device which results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

The machine is entirely automatic and requires almost no attention.

We make a full line of Separators, Feed Mills, Corn Shellers and Cleaners, Oat Clippers, etc.

We furnish everything necessary to thoroughly equip elevators of all kinds and capacities.

Write for further particulars.

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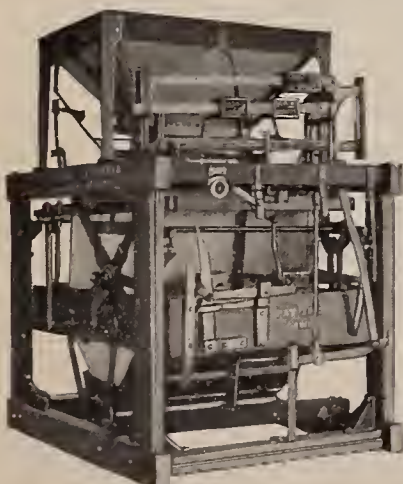
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SEEDS

THE ALBERT DICKINSON CO.

DEALERS IN

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.
CHICAGO, ILL. BRANCH: MINNEAPOLIS, MINN



HAS NO EQUAL

The McLeod Automatic Grain Scale

Weighs grain accurately while running into cars, bins or sacks.

Weights recorded. Reliable and durable. Prices reasonable. Sold on approval. You cannot buy a better scale at any price. Write for particulars.

McLeod Bros., Marietta, Kan.

Riter-Conley Mfg. Co.,

Manufacturers,
Engineers,
Contractors.

Grain Elevators of Steel,

ALSO

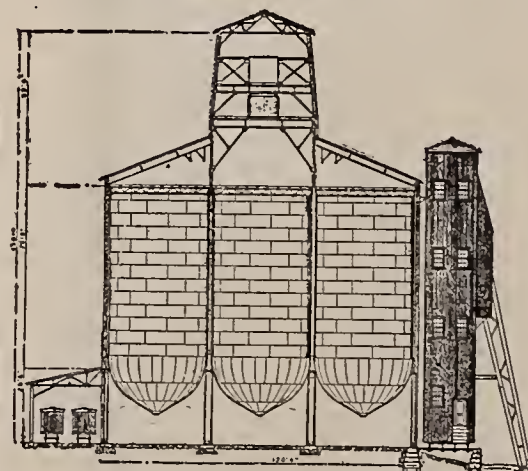
Gas Holders with Steel Tanks

Water and Oil Tanks,
Steel Buildings,
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Steel Construction of
Every Description.

Designed, Furnished and Erected
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LONG-DISTANCE TELEPHONE CONNECTIONS.



Cross-section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

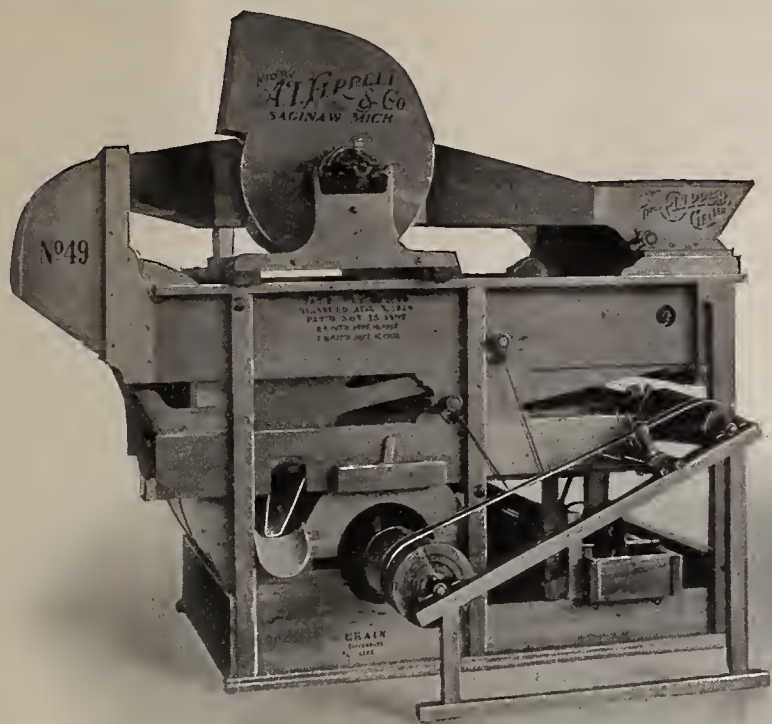
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A SPECIAL ILLUSTRATED NUMBER
CONTAINING SEASONABLE TALKS ON
GOOD PAINT AND GOOD PAINTING.
Copies free upon request.

Joseph Dixon Crucible Co., Jersey City, N. J.

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"Clipper" Cleaners Make the Cleaning Proposition Easy

After you have paid out good money for worthless cleaners, and have had the experience and disappointment of having them turn out to be miserable failures, you will begin to realize that you were handicapped from the start by not having a "CLIPPER" to do the work.

"CLIPPER" CLEANERS are the ACME of PERFECTION, and wherever used are DIVIDEND PAYERS FROM THE START. They are the only successful combination cleaners on the market adapted to cleaning all kinds of grains and all kinds of seeds, also beans and peas, equal to ANY SPECIAL CLEANER DESIGNED ESPECIALLY FOR ONE KIND OF WORK.

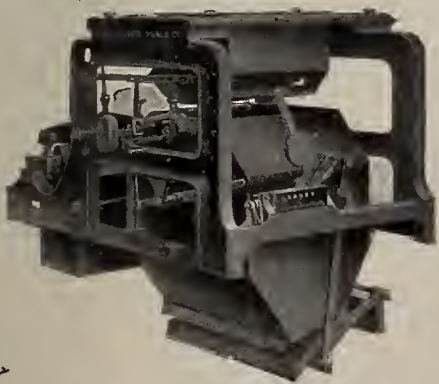
"CLIPPER" CLEANERS are made by skilled workmen, of the best materials obtainable, and sold upon their merits upon a solid guarantee of satisfaction. Catalogue and further information upon request.

A. T. FERRELL & CO.,

Saginaw, Mich.

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of Grain Elevators and Grain Storage Warehouses
IN CHICAGO AND COOK COUNTY
 with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.
 For Sale by MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

BEST ON EARTH Richardson Automatic Grain Scale



Grain Accurately
 weighed while
 running into car.
 Weights recorded.
 Automatic,
 Reliable,
 Durable.

Gold Medal St. Louis, 1904
 Eleven years' service in U. S.
 2,000 in actual successful
 service.

No failures; all satisfied.

WRITE FOR PARTICULARS.

SMITH & SMITH, Selling Agents
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 14-20 PARK ROW, NEW YORK



BAGGING MACHINE.

CLEVELAND ELEVATOR BUCKET CO., Manufacturers of the "FULLER" PATENT STEEL ELEVATOR BUCKETS



Suitable for Mills, Elevators, Ear Corn, Cobs, Clay, Ores, Broken Stone, Coal, Sand and other extra heavy substances. General Office and Works: 225 St. Clair St., Cleveland, O., U. S. A.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

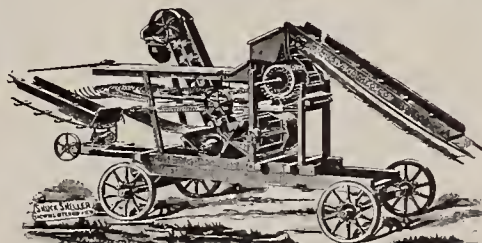
INEXPENSIVE, QUICK

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence invited.

SIDNEY ELEVATOR MFG. CO.
 Sole Manufacturers SIDNEY, OHIO

KINGSLAND MFG. CO.

Offices: 1521 North 11th St., St. Louis, Mo.



Improved Shuck Sheller showing interior view.

The only Sheller for years which has successfully shelled corn

WITH OR WITHOUT
 THE SHUCK ON.

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The reason why—

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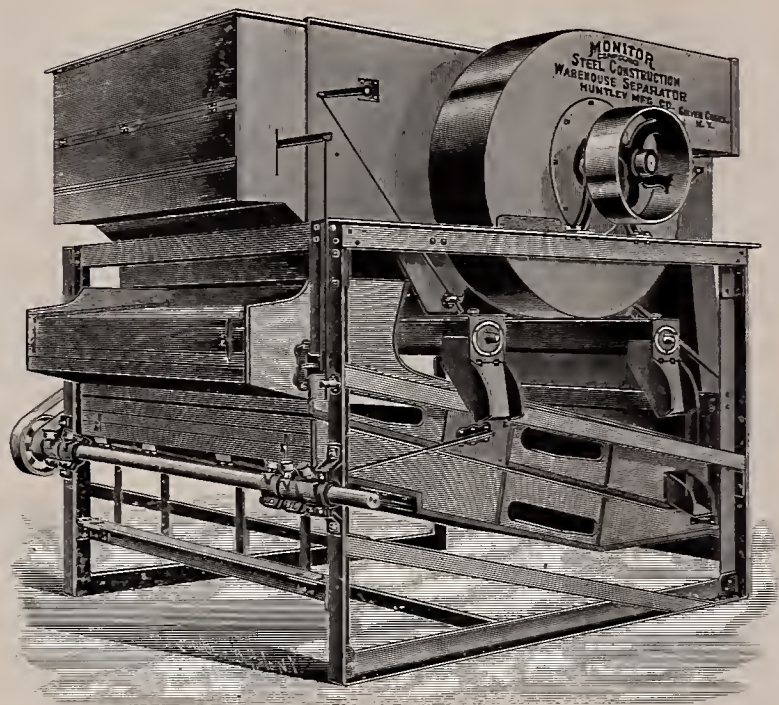
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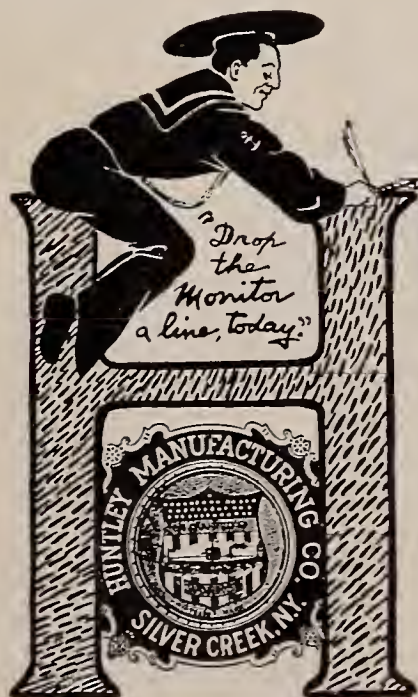
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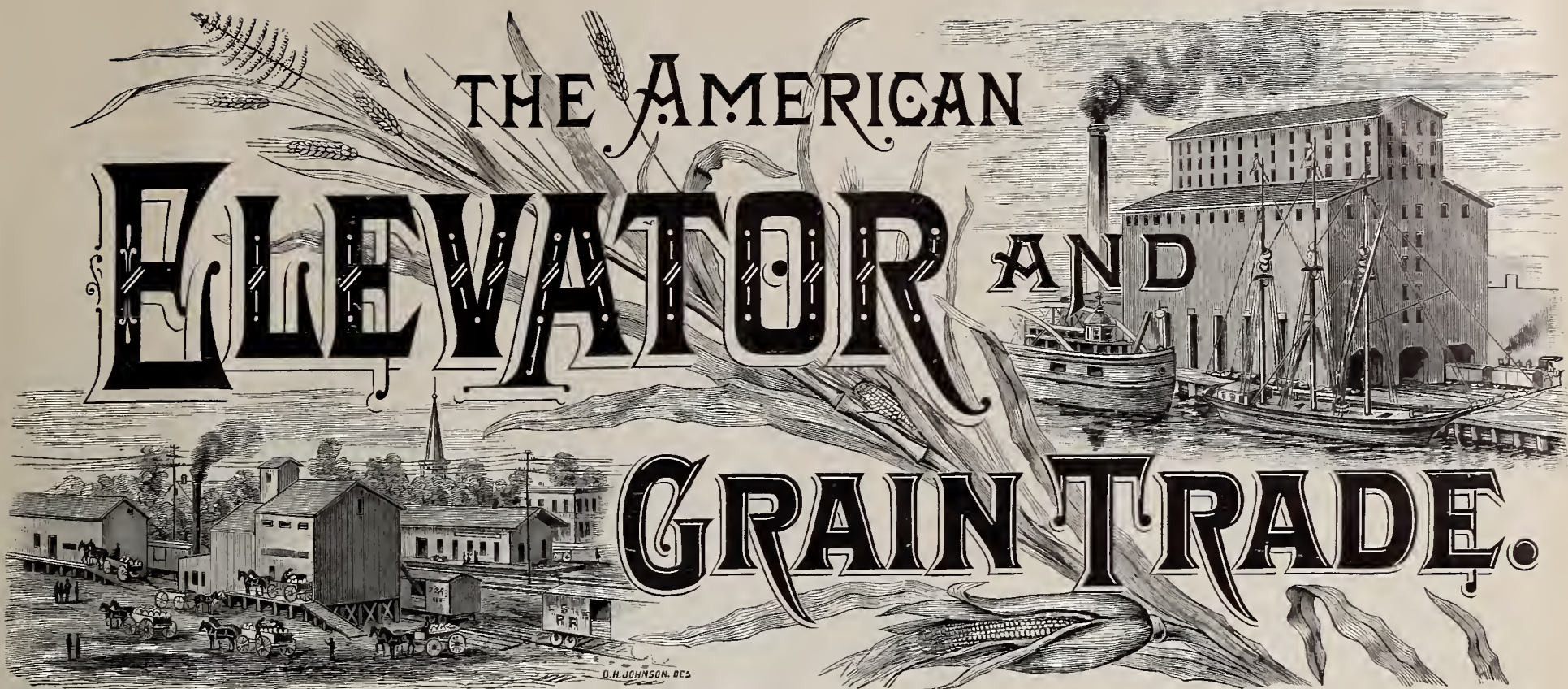
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXIV.

CHICAGO, ILLINOIS, JULY 15, 1905.

No. 1. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

[For the "American Elevator and Grain Trade."]
**CENTRAL ELEVATOR COMPANY'S
HOUSES AT BALTIMORE.**

BY C. K. R.

For about twenty-five years prior to January 1, 1902, the export grain elevators of the Northern Central Railway Company at Baltimore, Md., were

leased to and operated by the Baltimore Elevator Company; but upon the above date the Central Elevator Company of Baltimore leased these elevators and has since operated them. On January 1 of this year the local elevator in that city, which since its erection in 1891 was operated by the Northern Central Railway Company, was also leased to and is now operated by the Central

Elevator Company. This company is a corporation of Baltimore City and is managed by a board of seven directors, its officers being C. R. Kendig, president and superintendent, and James P. Kerr, secretary and treasurer, and its principal office is in that city.

Elevator No. 1 is located near Clinton Street between Sixth and Seventh Avenues, Canton, Bal-



EXPORT GRAIN ELEVATORS OF THE CENTRAL ELEVATOR COMPANY ON THE N. C. RY. AT BALTIMORE.

timore, and is 82 feet wide, 143 feet 6 inches long and 145 feet 7 inches high from foundation masonry to top of cupola roof, with a storage capacity of 500,000 bushels. It is fitted with 144 bins each 65 feet deep, with varying capacities of from 1,000 to 5,000 bushels. There are also six shipping bins of 6,000 bushels' capacity each, which can be used as storage bins in an emergency. Eight iron legs, each with a loft capacity of 3,000 bushels per hour, elevate the grain to the top of the house, and these legs are used for both receiving and shipping, the unloading from cars being performed by machine shovels, guided by hand, and, under the best of conditions, 120 cars, containing 180,000 bushels of grain, can be handled in ten hours' work.

This house was erected nearly thirty years ago and possesses a number of distinctive features, not the least of which is the spouting, by means of which the grain can be elevated in any part of the building and delivered to a vessel without the operation of re-elevating, and it is possible to deliver 180,000 bushels in an ordinary day's work. During the year 1903, when the facilities of this company were very seriously curtailed by the destruction by fire of Elevator No. 3, on the night of December 31, 1902, this house handled over 12,000,000 bushels of grain, thereby doing more than half the business exported through the port of Baltimore that year.

Elevator No. 2 is located at the northwest corner of Monument and Buren Streets, Baltimore; is 118 feet long, 66 feet wide, 141 feet 6 inches high and has a storage capacity of 275,000 bushels. Cars for unloading are brought in on a track running through the center of the house, and a driveway for delivery of grain to wagons runs through the east and west sides and on the outside of the west side. There are 113 storage bins of 2,000, 2,500 and 3,000 bushels' capacity and two transfer bins not used for storage. There are three receiving and two shipping legs of a capacity of 2,000 bushels each per hour, and the grain is unloaded from the cars by mechanical shovels guided by hand.

This elevator is exclusively used for the local trade, affording, as it does, facilities for the storage and delivery of grain for local consumption. The most of the deliveries are made to wagons, the grain being sacked, with a specified weight per sack, the delivery being effected through metal spouts leading from the bins to portable platform scales, equipped with bag holders, under the supervision of weighmen whose duty it is to deliver the number of bags, each at the specified weight desired.

Elevator No. 3 is located at the foot of Thirteenth Street, Lower Canton. It was built in 1903, and is one of the most complete and up-to-date houses used for the handling and storage of grain. Its capacity is 1,000,000 bushels. There are 225 storage bins, each 70 feet deep, with capacities of 3,000 to 8,000 bushels. The machinery includes Mayo Trolley Spouts, cleaner legs and Howe Cleaning Machinery, all the power being transmitted by rope drives. The house is 100 feet wide, 240 feet long and 180 feet high from foundation masonry to peak of cupola roof. It is designed for quick handling, both in the receipt and delivery of grain, being equipped with six receiving legs in center of building, and four shipping legs on each side of the house, with a capacity of 10,000 bushels per hour for each leg; and 120 cars, containing 180,000 bushels of grain, can be unloaded into the house in ten hours' work, and it is possible to deliver 70,000 bushels per hour to vessels loading alongside.

For the purpose of unloading vessels bringing grain to the house, a marine leg, with a capacity of 7,000 bushels per hour, is located 250 feet from the main building, and after grain is received at that point, it is delivered by a conveyor belt to the elevator, through a covered way, and the Arlington-Curtis Dust Collectors, with which both house and marine legs are fitted and by which the dust is picked up by suction and disposed of under

the boilers, render the operation of handling comparatively clean.

These three houses are amply equipped with the best of steam power, electrically lighted inside and outside, are supplied with powerful fire pumps and all the accessories for fighting fire; and in respect to cleanliness and thorough repair, the premises invariably challenge the most favorable comment.

S. W. STRONG.

S. W. Strong of Pontiac, who was recently elected by the directors of the Illinois Grain Dealers' Association to succeed George Beyer of De Pue as secretary of the Illinois Grain Dealers' Association, was understudy, so to say, to Mr. Beyer from January until the date of his election in June last, having been engaged by the Association as traveling representative.

Mr. Strong was raised in Grundy County, Illi-



S. W. STRONG, PONTIAC, ILL.

nois, his boyhood home having been Morris, a famous grain market in those days as now, having been in the old days one of the great grain towns of the I. & M. Canal in its palmy days. Morris has always had excellent schools, and after finishing there Mr. Strong had the benefit of a course at old Knox College at Galesburg.

He has been a resident of Pontiac since 1882 with the exception of three years (from 1886 to 1889), when he was engaged in the grain business at St. Mary's, Kan. He was also engaged in the grain business at Dwight, with his brother, for seven years prior to 1882, so that he is pretty well acquainted with the practical details of the business, as a secretary should be to succeed. In an executive way it may be said he was chief clerk of the Reform School at Pontiac for five years, being an appointee of the late Governor Tanner. Mr. Strong's office will be at Pontiac.

Our Boy Solomon asks millers and grain buyers to listen: Get wise. Dig gold, not glory. Live and let live. Start right in buying the new crop. Dealers and millers should be friendly. Millers need wheat. They can afford to pay more than dealers for a while. Let them have it. Buy with a profit in sight.—C. A. King & Co.

The sale of 1,000,000 bushels of wheat by Robert Pringle to James Rankin was the sensation on 'Change, Chicago, on June 19. The parties are members of the firm of Pringle, Fitch & Rankin. Pringle had just returned from a trip through the Southwest, and differed with his partner on the wheat outlook. This is said to be the second transaction of 1,000,000 bushels to be recorded by the Board of Trade, the first being Mr. Pringle's sale of 1,000,000 bushels of corn a few weeks ago.

[For the "American Elevator and Grain Trade."] LIABILITY FOR LOSS OF GRAIN BY FIRE.

BY J. L. ROSENBERGER.
A Member of the Chicago Bar.

An unknown party sent some corn to the warehouse of a grain dealer engaged in the business of buying and selling corn and receiving in store the corn of others and obtained a memorandum of the weights, but he did not disclose to the dealer directly or indirectly whether he intended the delivery to be treated as a sale or as a deposit for storage. Under the established usage, which was known to the party, he would be permitted to demand payment at any time after delivery and become entitled to the value of such corn on the day of demand; but, if demand was delayed for more than thirty days after delivery, he would be liable to the dealer for storage and shrinkage in settlement.

The demand for payment was made and refused within thirty days after delivery, but two weeks after the corn had been destroyed by fire without any fault on the part of the dealer. Furthermore, in accordance with the usage, known to the party, the corn, upon delivery at the elevator, was thrown into a common bin, into which all corn of like quality was thrown, whether purchased outright by the dealer or received from others for storage, and from which bin the dealer made sales in the regular course of business, he at all times keeping on hand an amount of corn of same quality equal to the aggregate amount held in storage for others; and, in fact, he did have on hand continuously, from the time of the storage of the corn to the time of the fire, enough corn of the same quality to return to all depositors the amount in storage. The finding of the court was silent on the point whether, under the usage, grain was returned to depositors upon demand or whether the right to have return was recognized by the dealer.

The question of liability for the loss of the corn, the Supreme Court of Indiana says (*Thompson vs. Jordan*, 73 *Northeastern Reporter*, 1087) turned on the question whether the transaction was a sale or a bailment. If a sale, the title passed when the corn was stored, and the loss was the dealer's. If a bailment, the title remained in the original owner and the loss was his, it having resulted without negligence of the bailee (dealer). The distinction between the two, as applied to grain dealers, is clearly established in Indiana. It is a much more conservative rule than that adopted by many other courts of last resort, and seems, upon further consideration, to rest upon the more reasonable and just grounds. That distinction is this: Where a grain dealer operating a warehouse receives grain on deposit for the owner, to be commingled with other grain in a common receptacle from which sales are made by the dealer in regular course of business, the dealer keeping constantly on hand sufficient grain of like kind and quality for the depositor and all other receipt holders, ready for delivery to them upon demand, the contract is one of bailment. (*Woodward vs. Semans*, 125 *Ind.* 330, 25 *N. E.* 444, 21 *Am. St. Rep.* 225, and cases cited; *McGrew vs. Thayer*, 24 *Ind. App.* 578, 57 *N. E.* 262, and cases cited.)

All courts go so far as to hold that where grain is delivered at an elevator doing a general buying, selling and storage business, with knowledge that the same will be mixed with that of others in a common bin and that sales will be made from the mass by the owner as his property in the usual course of trade, the transaction is not a bailment, but a sale, unless at the beginning it was agreed that the dealer should keep the delivery, or other grain of like kind and quality, constantly on hand for return to the owner upon demand. In other words, as in this case, where an owner, knowing that the established custom at the elevator is to mix all grain, whether purchased outright by the dealer or received by him in store for others, and that such commingled mass was subject to sale by the dealer without the assent of the depos-

itors, delivers grain at the elevator without any agreement at the time that the same shall be held in store, and without disclosing the purpose of the delivery, whether for sale or to be placed in store, the matter must be treated as a sale and not as a bailment. (Lyon vs. Lenon, 106 Ind. 567, 7 N. E. 311; Schindler vs. Westover, 99 Ind. 395; Ledyard vs. Hibbard, 48 Mich. 421, 12 N. W. 637, 42 Am. Rep. 474; Sexton vs. Graham, 53 Iowa 181, 4 N. W. 1090; Bretz vs. Diehl, 117 Pa. 602, 11 Atl. 893, 2 Am. St. Rep. 706. In the latter case the rule declared in 106 Ind., 7 N. E. receives express approval.)

This case came far within the sales rule. It was disclosed by the findings that under the established usage depositors of grain had the right to demand settlement at any time they should elect and become entitled to pay for their grain at the market price on the day of demand; but it was not found, and hence, under the rule, the court assumes it did not exist as a fact, that there was a usage or custom that the dealer should return grain to depositors upon demand or that he ever did make such return or that he recognized any such right in his depositors. The bailment theory insisted upon by the dealer, which it has been seen must rest upon contract, found no support either in express stipulation or as implied from custom; and the question must therefore be decided against him.

TOLEDO MARKET EXPANDS.

The Toledo market has enlarged its storage capacity by making the National Mill Elevator a regular warehouse. Its capacity is nearly 1,500,000 bushels. Apropos this action C. A. King & Co. say: "It will make a large increase in our contract and wheat stocks. Cargoes from other markets can be unloaded there. Local and other winter wheat millers will do more of their hedging here. It will take effect middle of July. There is a corner rule here, with a five per cent penalty for defaulting on contracts. It is strictly a soft winter wheat market. Millers and exporters know what to expect when they buy here. They get the average of the grade upon contracts. They are not afraid to buy futures and take delivery."

Toledo has also adopted a change in the method of computing storage charges, following the Chicago practice, which is to charge by the day and not by periods of ten days each. Heretofore the charge has been a quarter of a cent per bushel for each ten days or fractional part thereof. In other words, one extra day meant a quarter of a cent extra storage; now it will be only one-fortieth of a cent for each day, after the first period of ten days, which is paid for in the elevation charge of half a cent; but four of these days are free to the buyer, as on all other sales.

HOW CLEAGE SPREAD OUT.

The suit of the United States Government against Thos. A. Cleage at St. Louis to recover \$130,000 back war taxes on his grain transactions recalls the fact that between April 1, 1901, and June 30, 1902, the Cleage Commission Company bought and sold on the various exchanges no less than 1,090,000,000 bushels of corn, to say nothing of other grains. This represented a nominal money turn-over of \$635,000,000.

Most of his trading, Cleage said, was done in Chicago, Milwaukee and Minneapolis. His pools usually ran, he said, for a month, and at the end of that time he closed out with profit or loss, as the case might be. The members of the pool, called customers of the Chicago Commission Company, were scattered all over the United States and the company is said to have had between 4,000 and 5,000 names on its books.

In this case the contention of Cleage is that brokers in St. Louis or other cities paid taxes on the transactions and that the government is attempting to collect the tax twice on the same transactions. The government, however, introduced witnesses to show that Cleage traded on the mar-

ket on a commission basis of one-sixteenth of a cent per bushel, and then charged his clients in the pool one-eighth of a cent a bushel. The government is contending that this shows that the relation of Cleage to the pool was not that of an agent or broker, but that the transactions were separate deals and liable to taxation.

ROBERT THORNE.

Robert Thorne, of the firm of Keil & Thorne, who was on June 16 elected president of the Pittsburgh Grain and Flour Exchange, has been on the directory of that body for the past ten years, for at least half of which he has served as its treasurer. He has been in the hay and grain trade in the "Smoky City" for at least twenty-five years and grown up with it. His personal business is one of the largest in that city, which itself is one of the largest grain and hay consumers in the East.



ROBERT THORNE, PITTSBURG, PA.

Mr. Thorne is also prominent in the National Hay Association, of which he was one of the organizers.

FEES REDUCED IN MINNESOTA.

The Minnesota Railroad and Warehouse Commission, which directs the operation of the grain inspection and weighing department of that state, has issued the following order:

From and after July 1, 1905, the Chief Grain Inspector is hereby authorized to collect, until further notice, on all grain except flaxseed, inspected under his direction, as follows:

For inspection "on arrival," or "into store," for each carload, 15 cents; for inspection "out of store" from warehouses, 15 cents per carload to cars; 30 cents per 1,000 bushels to vessels.

The charges for weighing shall be as follows: For each carload weighed "on arrival," or "into store," 15 cents; for weighing "out of store" from warehouses, 15 cents per carload to cars; 30 cents per 1,000 bushels to vessels.

On flaxseed the charges shall be as follows: For inspection "on arrival," or "into store," 65 cents per carload; for inspection "out of store" from warehouses, 65 cents per carload to cars, or 90 cents per 1,000 bushels to vessels.

The department has a surplus of \$120,000 to its credit and will undertake by this reduction to distribute it among those who paid it originally—the grain shippers from the country; and it is expected that the cuts (which are equal to a flat 10 cents on each fee) will reduce the amount by 50 per cent before the end of the crop season of 1905-6. The reductions went into effect on July 1.

Retail grain dealers in the East have been complaining of difficulty in getting regular and satisfactory supplies of corn, much of which in June arrived in bad order.

WAREHOUSE PRACTICE ON THE COAST.

The evils of the system of making short-weight certificates for grain put into store is forcibly illustrated by a case from San Francisco, where the practice of taking a slice off a man's grain by the warehouseman to protect him against shrinkage, leakage, ramage and general wastage was aired in the lawsuit of E. C. Horst against the Howard Warehouse Company.

Horst had stored large quantities of grain in the Company's warehouses; and in making final settlement with the defendant company claimed that he was entitled to take out of store the exact amount in weight of grain he had put into store. Then it was explained by the defendant company that, "It is the custom of warehousemen to weigh in grain for storage with what they call the up-beam; that is, slightly underweight is recorded in giving out certificates. This up-beam surplusage averages about seven or eight pounds to the ton. It is held as an indemnity against loss in weight by shrinkage. The warehouseman is legally responsible for the weights specified in the certificates, which are negotiable commercial paper. As a protection for the banks as well as themselves, warehousemen carry a slight excess in weighing in. At the end of the season the actual weights are adjusted and whatever surplus they show above the certificate weights is divided among those storing grain. In this way the loss incidental to storing and handling grain is apportioned among all the patrons of the warehouse."

In the case at bar it appeared that the plaintiff Horst had received \$900 as his pro rata share of the annual clean-up; but, not being satisfied, he claimed that the defendant company should account for every pound that the grain weighed when it entered the warehouse. He also disputed the legality of apportioning the loss incidental to handling and storage among all the patrons, contending that the loss should be adjusted exactly to each lot of grain and each individual owner. A number of prominent warehousemen testified that the established custom was that of apportioning the loss among all the warehouse patrons; but the plaintiff stood upon his contention that the custom was illegal and that he was entitled to an accounting for the full weight of his grain at the time it was placed in the warehouse. The jury decided in his favor, but the Howard Company will appeal the case that the question at issue may be definitely determined by the Supreme Court.

Now, this is not so bad, perhaps, if the practice described be actually carried no further; but in the course of the trial Mr. Horst introduced as a witness a detective who had had an interview with a warehouse superintendent, representing himself to be a grain merchant. This interview took place in a saloon with the detective's stenographer concealed behind a flimsy partition. The supposed merchant in talking with the superintendent purported to have a plan for uniting all the warehouses of the Coast into a trust, and wanted information about the profits and the way they are made. He found, he said, that patrons lost and the warehouse gained, in various leakages, about a ton to every 1,500 sacks of grain stored; that is to say, about 1 per cent. Sometimes, if a customer objected, the superintendent said, the warehouse would throw in a few hundred pounds, so "the method would not appear too raw." The overage is sold for the benefit of the warehouse.

The detective in his affidavit said the superintendent also referred to the possibilities of profit in loading for export, when offals from the cleaner are sacked, counted in the returns, and good grain of equivalent weight subtracted as warehouse profit. In fact, the interview suggested that the process of "bleeding" sacks of grain, where the normal leakage is not rapid enough to suit the warehouse, is so actively worked that it must puzzle the up-to-date warehouseman to "find plausible excuses to explain the many ways in which shortages in weight happen."

[For the "American Elevator and Grain Trade."]
**AT THE HEADWATERS OF THE
 DANUBE.**

BY FELIX J. KOCH, A. B.

I was speaking with our Consul-General, Mr. Frank Chester, at his office in Budapest, not so very long ago, on the matter of the American invasion of the "Blue Danube" and notably of Hungary.

"In what lines do we lead, Mr. Chester?" I asked.

And Mr. Chester's answer at once went to the

and eaten with a vinegrette, bread and beans. In times of a heavy harvest, housewives, too, must help, and then only the bread, the beans and the cheap native wine form the noonday meal. Then, too, folk work on the Sabbath; for except in the ante-harvest season Sunday is never a day of rest in the lands we purpose visiting.

Now and then among those broad acres of corn a hemp or alfalfa field is seen; or there will be fallow land, on which straw is being scattered for fertilizer; or a long, narrow strip will be greening with the second clover crop, and a mammoth haystack will rise skyward. Only in Roumania will



A VIEW OF THE DANUBE AT BUDAPEST.

matter of grain and cereals: "Tremendous numbers of American harvesters are sold here," he said, "as well as thrashers, reapers and mowers. Especially was this true in the years 1899 and 1900. American hay and American straw have a splendid chance in Hungary, especially this year, since last fall's crop was so poor that both Roumania and Hungary forbade the export of grain and this sort of matter. Further, dried beans are in demand, and in 1905 we will export beans to Hungary, in place of her sending beans to us, as she has done heretofore."

In the light of these statements, a trip through the great granary of Europe, the grain country of Hungary, is exceptionally interesting. On my way from Bosnia to the Magyar capital, I saw much of it. For miles and miles, as in Kansas, there was nothing to be seen but corn—corn and stubble and corn. Here and there some harvesters, picturesque in long, white shirts, white trousers, yellow vests, heavily embroidered in red, and small black caps, were sauntering—for it was Sunday, and there would be no work—with a pipe in the mouth and a cane, held by two hands, behind the shoulders. Now and then a low hedge of the Russian mulberry would traverse the grain fields, seeming tall where the rain had drawn down the endless rows of stalks, or where the women reapers, with their sickles, had already cut down the larger part of the stripped stalks. Through these acres of corn wound the Danube, the beautiful, tawny-brown Danube, that is blue only under exceptional summer skies, and even then is more lemon colored than azure; but without sight of a house or other human dwelling. It was the old story of Europe's growth, this reaper-land of Hungary—houses were nowhere to be seen.

If one might come into this Bucksa corn district of Hungary at sunrise he would see a spectacle curious to an American. From distant, red-roofed, white-walled villages would trudge men and young women, and even children, out to the distant grain fields. Here in the Balkans, and in Hungary, the farmhouse, as we know the term, is an unknown quantity. Everyone lives in the village, and the land between one town and the next is cultivated by the villagers. At noon good housewives come far out into the fields with the dinner—the guylas (or, as we spell it, golash), beef or lamb, cooked with spicy red peppers and more peppers, boiled

we find larger haystacks than these, and there they are built as precautions against incendiaries. If everyone in the village has his hay in one stack, it is to his interest to guard against fires, from which all will suffer in proportion, and as folk seldom have even a bowing acquaintance outside their own village, no foes from abroad are to be feared.

So it goes, mile after mile, with slight clumps of trees marring the plain at Gombor, where one crosses the Danube on ferryboats taking a car at

Storehouse Supervising Association," but really the great factor in marketing the grain, both of Hungary and the lower Danube. This building, in fact, is the fount of the grain trade, so far as the consumer is concerned.

At either side of a well-paved asphalt avenue, lined with trees in narrow grass-plots, the two-story buildings of buff brick stretch to a huge elevator—one of the sights of the city. Slovaks are busy everywhere, wearing nothing more than a pair of short, loose trousers of sacking and a white coat of the same, and bearing huge sacks of grain from boat to dock and from building to building. Most of these fellows live in Pesth, one of the two divisions of the capital, and 90 per cent of them are working and slaving, and incidentally saving, to come to the States, going to our own Northwestern grain fields. Here at the capital, officials tell me, the men are paid so much the bag or sack for portage, and will earn anywhere from \$2.80 to \$3.20 a day, of which sum all but a slight amount spent on gin goes to the support of the family and to the savings bank. The metric system is employed exclusively over the Danubian states, and it is noted that the grain sack of Budapest weighs just 75 kilograms (165.35 lbs.). Of such sacks certain of the men will ferry not less than six hundred a day. Women are not permitted to work here at the business, although female hod-carriers have assisted in building most of the houses in the vicinity.

Down at the docks one sees the grain come in from the lower Danube. The scene very closely resembles that seen on the St. Clair waterways at home. Long, low, flat vessels of iron, raised above the water seemingly only at the one end where the pilot-house is built, are moored at every available point. Each of these ships is set down for thirty "wagonloads," the wagonload being a technical term, meaning just 100 metercentners (2,200 lbs.). Some thirty or forty ships tie up here every day in the season of Danube navigation, from lower Hungary, Servia and Roumania. Their course up the river is interesting, as compared to our own grain traffic. Each vessel is manned by two steersmen and four "sailors," and these



UNLOADING GRAIN BOATS AT BUDAPEST.

a time, and sees the water mills mounted on flat-boats that the current may turn the paddle; with geese in the stubble that extends to all horizons at Maria Theresiopol, even at the opening of September, corn being planted early in the year, in order to insure good crops; while just a station or so beyond the corn is blossoming, bearing ripening and golden ears in one, and farther along on the route ox-teams are to be seen plowing.

As all roads led to Rome in the olden time, so all this European granary looks to Budapest, the capital of Hungary. Built along the Danube, at one extremity of the city, stands a series of splendid buildings, known technically as the "Budapest

men alternate between day and night service. Ships are propelled in tows of six to eight, and the speed is usually about twenty-five kilometers (15 miles) an hour. Corn and wheat are by all odds the largest items of freight; then follow oats, and then bran. Up the river and off by rail, the export through Budapest is directed in largest amounts to Germany, then to France and Italy, and America is not so very far behind on the list. Last year the crop was exceedingly poor, owing to the extraordinary drought, and wheat is now a dollar dearer, oats 72 cents and corn 90 cents the metercentner than it was in 1903.

Even to a grain man the rest of the great in-

stitution here on the Danube is interesting for the variety of objects stored within its walls. Coffee and sugar and fruits are being unloaded from the cars at one point. At the next are hides, coming in for storage, and one sees men smelling of naphtha inspecting these and refolding them, fur-side out, before sorting for shipment to America, to Germany and to France. Beyond is the grain elevator itself, and Americans are interested at once by the greeting of the guard, that he has "a deep interest in your country, having a nephew working at Akron, Ohio."

To enumerate the articles handled by the Warehouse Association were foolhardy. Everything

objects," is barred. Such, in brief, are the regulations to which the Danube grain submits before exportation.

THE CO-OPERATIVES' YEAR.

The crop year just closing does not appear to have been a particularly prosperous one for the co-operative grain companies. Some, indeed, under exceptionally good management, have made some money to divide as profits, but a good many others have played a losing game. At Redwood Falls, Minn., the annual report showed a loss of \$463.87, and an assessment was levied to wipe it out. One

pany of Kensett also had a loss of about \$20,000, but about \$16,000 of this was made good by the manager, who lost one of the finest farms in Worth County. The failure of the Farmers' Elevator Company at Whittemore two or three years ago cost the farmers who were stockholders of that concern over \$15,000. So much for Iowa alone.

In Nebraska a loss by the Holstein Farmers' Grain & Stock Co. of \$10,000 and failure of the company is reported; while the Farmers' Company at Belvidere has quit.

That perennial incorporator of big paper co-operative companies, one Vincent of Omaha, editor of a certain kind of farmers' paper, has made his usual summer splurge, and with four others has incorporated the Farmers' Grain Company, with paper capital of \$250,000, to run for ninety-nine years (or minutes). Mr. Vincent has put up this bluff so many times one might imagine he would tire of it all, were it not that it is with him but a form of advertising—not very judicious, one would imagine, considering how little seems to come of the companies. But into these Mr. V., of course, puts no money; others, the farmers, must do that; and he probably finds, like Engelhart, who recently boosted C. B. Hoffman of Enterprise, Kan., out of the management of the Kansas Farmers' Co-operative Shipping Association, that the farmers are poor "putters." They want all the income but are much more willing than the common lot of business men to have others put up the money that makes the wheels go round.

"The most serious difficulty before the Shipping Association," Engelhart recently said, "is to properly finance it. The farmers seem to take no personal interest in the organization. They get the same privileges if they own a share at \$10 as if they owned fifty shares at \$500. If they could get a share for \$5 they wouldn't pay any more. If the farmers don't subscribe for the present outstanding stock we will have to get somebody else to do it, whether they like it or not." In other words, the farmers in that Association may be prepared to see it "gobbled up" by outsiders as soon as the "shaking out" process is ready.



A ROUMANIAN HAY STACK.

that is storable is stored, providing there be room for it. Everything is insured against fire; duties and excise taxes are attended to, and, if desired, the goods are auctioned and sold. Only one condition is made, and that is that nothing of less than 500 kilograms (1,102.30 lbs.) in weight will be accepted.

A glance at the book of regulations issued by the Hungarian Exchange and Escompte Bank, which controls this great granary, is interesting. "On matter being entered in the warehouse," it says, "the owners shall be given a certificate of the day and place of entry; the full name, profession and home of the owner; the amount, value, number and name of objects; the weight, in kilograms; the value and contents." Unless the value be set by the owner, insurance in case of loss will not be paid, and the penalties are curious. "For misstating weight of a lot of any sort, the penalty shall be the payment of three times the ordinary price." Then, further, "There shall be entry of the place of storage; date of storage; number in the record of such storage; the bin and magazine number of the storeroom in the journal," if the grain be loose or in sacks, etc., ad infinitum. From April 1 to September 30 the business is conducted from 6 a. m. to noon and from 1 p. m. to 7. As usual in Hungary, everything is closed during the noon hour. On Sundays, however, the offices are open until noon. Two rulings forbid (1) smoking about the buildings or the tipping the attendants, and (2) the asking of any questions about any other than one's own goods.

The tariff for each entire or broken week of storage of each of hundreds of articles is neatly prepared and distributed. To an American some of the subjects listed are interesting, to wit, casia, tar in rolls, acorns in sacks, cork in balls, acorns and galls, sensen, seaweed, vermuth, moss and meerscham. Roughly, the least amount charged for storage for any partial or entire 100 kilograms (220.46 lbs.) is 10 cents, and the same fee is charged on its being brought in and on its removal, while for weighing three-fifths of a cent is charged. For the use of the employees of the association in assisting with handling one's goods, 80 cents the day or 50 cents the half-day is the rate, or else 16 cents the hour. A 10-ton moving wagon likewise may be rented at the rate of 40 cents per diem. In addition, the admission of living animals, explosives and combustibles, "rolling

member thereupon tried to inject a penalty clause of ½ cent into the by-laws, but it failed. A company at Hartford, S. D., that did a business representing a turn-over of \$78,215.32 on grain and \$8,241.25 on coal paid a net profit of \$92, which was so narrow an escape that the company's condition is described as "flourishing." At Hardwick, Minn., the books were closed with a loss of about \$700; at Fairmont, Minn., the loss was \$100; at Monticello, Ill., on a total of 535,645 bushels of grain handled the company "will come out about



A BUDAPEST GRANARY OR PUBLIC WAREHOUSE.

even"; at Luverne, Minn., there was a loss of \$2,500 and at Kenneth, Minn., one of \$2,000.

The stockholders of the Farmers' Co-operative Elevator of Sheldon, Iowa, that failed a few years ago, were required to pay the full legal amount of their liability on their stock (100 per cent), and this did not pay the indebtedness in full. Thus the farmers lost their original investment and 100 per cent additional. The stockholders of the Farmers' Elevator Company that failed a few years ago at Coon Rapids, Iowa, had paid in on their stock and assessments about \$8,000, which was all used to pay the indebtedness of the company, and the taxes of the plant are still unpaid, the farmers losing everything. The Farmers' Elevator Com-

The first new wheat of the present crop was received at Toledo on June 27 at the East Side Iron Elevator. It was consigned to the United Grain Company and was purchased at St. Louis at about 95 cents per bushel for No. 2 red soft, and was harvested in Southwestern Missouri.

Boston has resumed grain exports, and during the first six months of the present year shipped from the different terminals to Europe 1,031,934 bushels of wheat, 7,071,141 bushels of corn and 142,505 bushels of oats, a total of 8,245,580 bushels. For the first six months of 1904 the exports were 4,191,934 bushels, showing an increase this year of 4,053,646 bushels. The increase has been principally in corn.

SOME POINTS ABOUT ELEVATOR CONSTRUCTION.

The country grain elevator is not always an architectural ornament to the landscape—that is really not its fundamental purpose, which is to store and handle grain. For these latter uses the builder who puts thought into his business wants his premises to look neat on the outside, because neatness of itself attracts business, and to be strong in its structural parts and easy of operation.

In looking over recently a little pamphlet, a circular issued by the H. G. Bushnell Company of Minneapolis, the writer was struck with the force of some "pointers about a grain elevator," prepared by Mr. Bushnell, the designer of more than 250 grain houses built in the Central West and Northwest, and with his company's permission, some of those are reproduced.

Speaking in the first place of the foundation and sills, it is said: "We will assume that any experienced mason or reliable contractor will execute his work well and use good material; therefore, your care must be to see that the amount of wall area, or footings on the ground and under the sills that carry the load, is sufficient to stand the pressure. For example, good authorities have established the fact that a square foot of foundation bearing (on the ground) will support from 3,000 to 7,000 lbs., according to the kind of soil. Thus if your building is to have a capacity of 30,000 bushels of grain, it will, when filled with wheat, contain 1,800,000 pounds plus the weight of the elevator building, which may be put at 250,000 pounds, or a total of 2,050,000 pounds. On good prairie soil it is safe to figure 5,000 pounds to the square foot; so you would need a ground-bearing area of 410 square feet to sustain the load.

"In cut No. 1 the sections marked A, under the sills, will carry the weight, the section B carries none; it is merely under to close up the openings between piers, and therefore its bearing area must not be figured in the total.

"Where the sills rest upon the wall it is well to have them 6 to 8 inches thick by 10 or 12 inches wide. This will aid in equalizing the pressure. Where posts are used between the mud sills and the main sills, be sure that enough are put in so that the pressure will not exceed 300 pounds to the square inch where the sills rest on the posts, or you are liable to have your posts crushing into the sills.

"Thus if 10x10-inch posts were used, it would need one for each 30,000 pounds of weight, or a total of 68 posts, so distributed as to stand about equal strain on each and then well braced to resist the wind pressure.

"The size of the bin joists depends upon the span. For example, a 3x10 joist, though longer, supported as in cut No. 2, will carry more weight than a 3x12, as shown in cut No. 3. Bin joists should be placed about 12 inches on centers." For alley and driveway posts 2x10's are better than 2x8's, used by many builders.

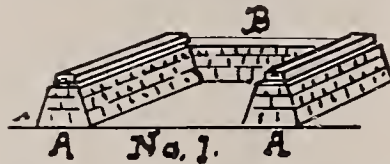
Cribbing dimension lumber must be determined by the size and depth of the bins. Most builders recognize the desirability, if not necessity, of putting angle braces in each corner of all bins (except possibly very small ones) spaced about 4 feet 6 inches apart; and to make a really good job, Mr. Bushnell adds: "These should have a bevel piece on top of each brace to shed the grain. In large and deep bins the lower braces should be at least three thicknesses of the cribbing or they may break under the load."

All dimension lumber used, except cribbing, should, in Mr. Bushnell's opinion, be No. 1. He further recommends that, "All spouts should be lined with iron, if made of 1-inch stock; otherwise insist on 2-inch stock being used. It will pay to have your direct loading spout of well-casing;" and that, "It pays to use a good grade of paint, as it is almost sure to improve the looks of your job."

Mr. Bushnell is an advocate of a good equip-

ment. In the first place, he says, "Have plenty of power. The first cost will make but little difference, and, within reasonable limits, an engine working under a moderate load will use less fuel and last longer than one worked to its full capacity. As yet the oil-cooled gasoline engine is largely an experiment, but we know that the water-cooling system is all right; and you can avoid all danger from freezing if you will put a tank or cistern in the ground and circulate the water by means of a pump. Then the engine cylinder jacket will drain itself, and you will have the added benefit of soft water, which in itself is a great help. The extra expense to do this will only amount to what a tank or cistern costs.

"Have your elevator cups big enough, not so much for benefit in receiving grain as for loading cars. Most buyers will re-elevate the grain and



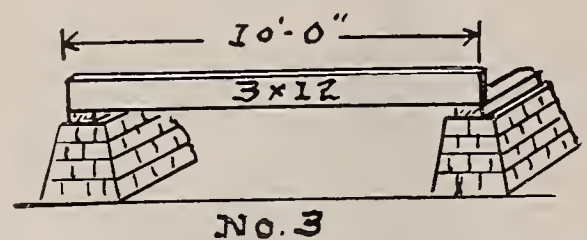
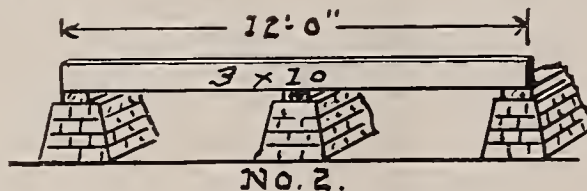
load through the direct spout, as that method saves practically all shoveling in the cars and is really quicker. We should recommend nothing smaller than a 10x5½-inch cup.

"If your hopper (or weighing-out scale) is placed on the floor, set it so you can tap all possible bins into it.

"Have a good roomy back (or return) pit.

"Remember that the only way you can get a large receiving pit is to have ample space between the top of the driveway floor and the bottom of the boot. To do this your boot must go down or your driveway up.

"Where the drive belt from the engine is more than six inches wide, a friction-clutch pulley will



prove much more satisfactory than tight and loose pulleys; in fact, they are better under any circumstances.

"You will find it very convenient, at some time, to have a spout put in, running direct from the elevator head to the dump shed, for wagon-loading purposes.

"Remember, it takes an experienced man to put in scales and spouting right; and you will run long chances of having trouble with your machinery unless it is placed absolutely true and firmly set."

An ordinary carpenter or builder does not understand the strength required in elevator work nor appreciate the necessity of precaution in that direction; only an architect and engineer trained to the peculiar class of work is a safe man to employ to design or erect a grain elevator.

The grain elevators of the Montreal Transportation Company at Kingston, Ont., on June 19 unloaded from the S. S. Westmorent 130,000 bushels of oats in 6 hours 20 minutes actual working time—a record for the elevator.

The telegraph announced from Hawesville, Ky., that on June 24 "the farmers of this county held a great meeting in Hawesville that day and agreed to hold for \$1 a bushel and to put none of the new crop in the mills." Isn't that getting on delicate ground, or don't they have anti-trust laws that-a-way?

MIDSUMMER MEETING OF INDIANA GRAIN DEALERS' ASSOCIATION.

The midsummer meeting of the Indiana Grain Dealers' Association was held in Assembly Room of Claypool Hotel, Indianapolis, Ind., on the afternoon of June 22, in joint session with the Indiana Millers' State Association. The meeting was called to order by H. A. Martin, president of the Millers' State Association, who introduced Prof. F. M. Webster, of the United States Department of Agriculture at Washington, who read a paper on "The Hessian Fly."

T. A. Coleman, a farmer of Rushville, Ind., and lecturer for the Purdue University, delivered an address on "Corn Culture." He spoke of the importance of the farmer and the grain dealer living on friendly terms, and said the proper thing for the farmer was to know his business thoroughly and let the grain man, the middleman, carry out his legitimate function of conducting the grain business. He spoke of the possibilities lying along the lines of increasing the production of corn through study of improved seed and conditions of growing it.

C. A. Burks of Decatur read a paper on the subject of "Handling New Oats and New Wheat."

F. M. Murphy, president of the Indianapolis Board of Trade, was called upon and made a short address in which he expressed his pleasure at having the dealers visit their market, and he trusted they would come to Indianapolis often.

Secretary J. M. Brafford read the following resolution:

Resolved, That it is the opinion of the grain dealers of Indiana that the present rule governing reinspection of grain at Buffalo, which does not limit the time when grain shall be inspected at the elevator, after having been inspected on arrival, should limit the time for their reinspection to not more than forty-eight hours.

J. D. Shanahan, chief inspector of Buffalo, said that the resolution probably referred to grain inspected at the elevator and liable for reinspection, because the cars had been too full at first inspection. He said he sympathized with the shipper who had his grain held out over forty-eight hours and then reinspected; yet it was not the fault of the receiver; and it is sometimes impossible to have grain unloaded out short of that time. Sometimes we find, he said, a car with rotten or inferior grain in the bottom. I have known of cases where we have found better grain at the top than at the bottom, and in behalf of the receiver it seems unjust that he should be obliged to pay a draft on a car so full of grain that he cannot get to the bottom of it and then find when it is unloaded at the elevator that at the bottom of the car it is of an inferior grade. It does not seem fair then, if he has no redress.

E. W. Culver, chief grain inspector of the Toledo market, also spoke upon the same question, and told how difficult it was to inspect a full car of grain.

Mr. Thompson said that the resolution also referred to corn as well as oats, and he did not think that a car of corn sold on Buffalo grades and weights should be subject to change of reinspection after it had lain six or more days in the yards, especially in the spring of the year, when it is especially liable to get out of condition.

Mr. Shanahan said he thought that poor cribbing was the reason why so much corn arrived in poor condition and requested dealers to take special care of shipments.

Mr. Shanahan said also he favored the resolution, and he would do all that he could to secure better conditions for Indiana dealers along these lines.

The resolution was adopted.

Secretary Brafford offered the following resolution, which was adopted:

Resolved, That it is the sense of the Indiana Millers' and Indiana Grain Dealers' Associations, in joint convention assembled, that No. 3 wheat should be made a contract grade at a specified difference in price in all markets.

James Hodge of the United Grain Co. of Toledo addressed the convention on matters of general interest to the grain trade, after which the convention adjourned.

CLAYPOOL NOTES.

Chief Grain Inspector J. D. Shanahan represented the Buffalo market.

The only grain elevator building concern was W. A. Grabill of Daleville, Ind.

The Illinois visitors were C. A. Burks of Decatur and A. L. Hardin of Charleston; J. E. Bacon, Chicago.

The Cincinnati market was represented by H. H. Hill of the Southern Grain Co. and Wm. S. Todd of the Interstate Grain Co.

Fred Yaeger of J. F. Zahm & Co. of Toledo brought his wife with him, but he was seen a great deal with the boys, nevertheless.

Machinery interests were taken care of by H. W. Marsh, of Nordyke & Marmon Co. of Indianapolis, Ind., and J. W. Bacon, of the Invincible Grain Cleaner Co. of Silver Creek, N. Y.

There came from Toledo Edward W. Culver, chief grain inspector; Charles Knox, of Reynolds Brothers; Fred Yaeger, of J. F. Zahm & Co.; Tom Corwin, with Southworth & Co.; James Hodge, of United Grain Co.; W. W. Cummings, with J. J. Coon; John Coup, with W. A. Rundell & Co.

Those who attended: Jas. Wellington, Anderson; S. Alexander, Middletown; M. Barlow, Kokomo; W. H. Bassett, Kirkland; C. Betz, Galveston; W. E. Browning, Alexandria; E. W. Ball, Rushville; T. C. Crabbs, Crawfordsville; M. L. Conley, Frankfort; W. T. Davis, Coatesville; W. M. Doan, Ossian; F. C. Davis, Swayzee; A. F. Files, Muncy; C. F. Seward, Kokomo; T. O. Stanley, Lyons Station; A. E. Reynolds, Crawfordsville; T. J. Ryan, Delphi; E. K. Sowash, Middletown; N. E. Stafford, Bluffton; O. J. Thompson, Kokomo; D. Unger, Rusherville; C. W. Vernon, Anderson; A. P. Watkins, Lincoln; E. M. Wasmuth, Roanoke; A. L. Wheeler, Mooresville; J. W. Waltz, New Palestine; P. E. Goodrich, Winchester; N. A. Graybill, Daleville; A. Gardner, Cottage Grove; A. W. Harvey, North Salem; J. S. Hazlerigg, Cambridge City; J. R. Howell, Burrowsville; A. N. House, Hobbs; Cary Jackson, Falmouth; H. Curlin, Delphi; Cloyd Loughry, Monticello; T. A. Morrison, Kokomo; C. G. Carpenter, Richmond; W. T. Davis, Coatesville; S. H. Fragott, Yorktown; William Downlin, Delphi; W. Fake, Mt. Comfort; E. L. Harris, Greencastle; W. H. Hubbard, Monrovia; A. W. House, Hobbs; P. Stepenek, Modoc; C. J. Pickering, Monroeville; H. A. Martin, Newcastle; J. L. McNaughten, North Vernon.

ATTACK ON RATE REGULATION.

All the railroads operating in Missouri joined in a petition to a United States judge at Kansas City for a restraining order to prevent the operation of the new state law, in effect on June 16, regulating railroad passenger and freight rates and another law giving the Board of Railroad and Warehouse Commissioners power to regulate them on five days' notice. The order asked for was at once granted, returnable for hearing and argument on June 26.

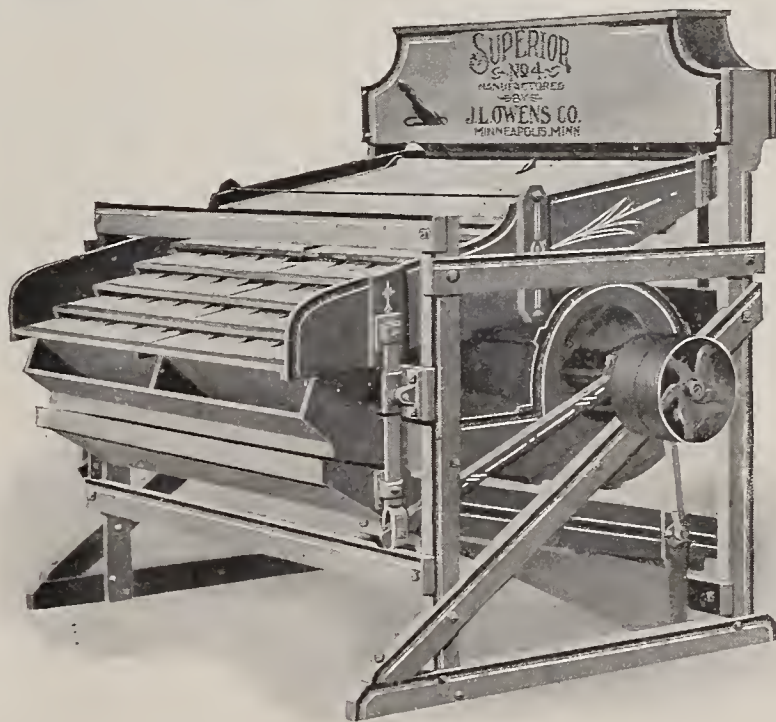
The laws are said to have been loosely drawn and heavily loaded down with amendments that create gross inconsistencies and injustices that are expected to defeat their operation:

The first specimen of the new rice crop was received on June 23 on the Board of Trade, New Orleans, by Geyert, Burguier & Co., from Berthlot Brothers of Ophelia Plantation, and was sold by Col. Columbus H. Allen, the well-known rice broker of this city. The stalks were thick, and the crop on this plantation looked to be in a good condition for a large crop this season, which is expected to be on the market for sale by the 10th of August.

THE SUPERIOR NO. 4.

A machine that has attracted not a little attention among elevator men in the Northwest who have seen it, is the Superior No. 4, a succotash separator for cleaning wheat or barley or oats, wild oats and other screenings. In fact, the machine will do all kinds of cleaning, being a combination machine, constructed for a general purpose cleaner as well as succotash cleaner, and it embodies certain distinctive principles (patented) that make it one of the most perfect machines for separating oats and wild oats from wheat or barley now on the market. This general adaptability of the Superior No. 4 makes it an especially attractive machine for mills, elevators and mixing houses.

The principal patented features which makes the Superior a perfect success in separating succotash are the oilcloth-covered zinc sieves and the arrangement for passing the grain from one sieve to the other through the oilcloth. The difficulty experienced in separating oats from wheat with the ordinary succotash gang is that when the oat kernel turns endwise and passes through the top sieve,



SUPERIOR NO. 4.

the chances are that ninety times in a hundred it will remain in that position and pass through the entire hurdle before it stops. This new device, however, prevents this. In the first place the oilcloth on the top of the sieves keep the kernels from turning endwise. In the next place, should any turn and pass through the top sieve, instead of passing through the entire hurdle, it is prevented by the oilcloth on the next sieve and caused to fall down, and then, by a unique patented arrangement, the grain is passed through the oilcloth apron to the next sieve, where it is subject to another separation. This applies not only from the top sieve to the second sieve, but also from the second sieve to the third, and so on to the seventh, there being seven zinc sieves in the hurdle. By this arrangement, as can be readily seen, it would be a difficult matter for anything longer than a wheat kernel to pass through the sieves, as they are prevented from turning endwise by the oilcloth aprons.

The sieves are interchangeable, any sieve fitting into either upper or lower shoes. They are arranged in this way so that the machine can be easily adjusted for the various kinds of work required of it.

The machine is equally as good in cleaning flax, wheat, oats, barley, rye, seeds of all kinds, corn, beans, peas, etc.; in fact, it will clean any grain that can be cleaned. It has a good capacity and will do the work equally as well as a machine costing a great deal more money.

The Superior No. 4 requires less power than perhaps any other machine made for the amount

of work it will turn out. The upper and lower shoes, while the machine is in operation, run in opposite directions, which takes off all the jar, and aside from running smoothly, noiselessly and easily, there is nothing in it to get out of order, it being made simple, durable and strong. A dust collector can be furnished at a small additional cost.

Those who are interested are invited to correspond with the manufacturers, the J. L. Owens Company, Minneapolis, Minn., who will gladly furnish all information desired.

LIME IN WATER JACKET.

The removal of lime incrustation is always a more or less difficult job. Muriatic acid, of course, cuts the lime and dissolves it, but it is liable to cut quite deep into the iron as well and leave it rusted, says Gas Power.

A small amount of common washing soda used in water after you have washed out the acid will neutralize the acid, but you should be careful to wash the water containing the soda out, as soda remaining for any length of time will rust the pipes

and connections, too. One of the most efficient methods that I have ever seen for removing scale from small automobile boilers was to use common crude oil mixed in with the water.

The process is this: First disconnect your tank and drain all of the water out of the jacket, then pour in about a pint of crude oil in the jacket, then fill in with water until the oil shows at the top outlet of the jacket; shut off the circulation of water and run the engine, carefully watching it so that it does not become overheated. The engine should be run until practically all the water in jacket boils away. As the water level goes down the oil follows and has a very considerable loosening action on the lime. The advantage of this method is that there is no risk of rusting, but there is some of overheating and the engine should be run at quite low speed in order to avoid this.

The first load of new wheat was received at Galveston at 11:35 a. m., June 10, in Santa Fe car No. 16,664. It came from McGregor, Texas, and was shipped by Seley & Early, consigned to the Texas Star Flour Mills. The car weighed 50,000 pounds and the wheat graded No. 2.

At Buffalo on June 13 there were 37 canalboats tied up on the Erie Canal between Commercial and West Genesee streets, and in various other places there were perhaps as many more. It is thought that the railroads have made rates and inducements to divert the grain trade. Boatmen who have applied for cargoes have been told that the corn is too hot to ship by canal, which sounds like subterfuge.

QUOTATION FOUNDRY RUNNING.

An Indiana paper says the "grain men" at Evansville "were greatly puzzled" on June 26 when they dropped into the local commission house offices to see the price of wheat and coarse grains. They found wheat nearly 11 cents a bushel lower than Saturday's closing prices in the columns where they had been in the habit of looking."

It was explained that these were the quotations of the new National Board of Trade "incorporated under the laws of Missouri," etc. It seems that this "quotation foundry" had begun operations that very morning as a combination of "independent

On June 26 permanent injunctions were entered at Minneapolis against the Coe Commission Company of Minneapolis, George J. Hammond, manager, and about twenty of its agents.

On Judge 27 Judge Kohlsaat of the United States Circuit Court issued a temporary injunction against the Hammond Elevator Company's using the Chicago Board of Trade quotations. The Hammond Elevator Company is the old Sid McHie bucket-shop, or Central Stock and Grain Exchange of Chicago, which built an elevator and moved its headquarters to Hammond when the warfare in Illinois became too hot for it. This injunction will probably put the concern out of the business in so

REBUILDING AT NEW ORLEANS.

The rebuilding of the Stuyvesant terminal at New Orleans, burned on February 26 last, has been pushed with characteristic energy by the I. C. R. R. Co., and on June 26 the first (E) of the two elevators of the Stuyvesant Docks was ready for operation. Work was not begun on Elevator E until April 1, after which the foundations had to be relaid, making the actual work of building a little less than 90 days. Meantime work has been going on on Elevator D, which should be ready for operation on October 1, by which time the entire docks will have been rebuilt and cleaned up, making the terminal as complete as any in the world.

These elevators and conveyor galleries, now being constructed, will form one of the most extensive American terminal systems for transferring and storing grain. It is composed of two elevators of 1,500,000 and 1,000,000 bushels' capacity respectively. They are of the standard wood construction, and are supplemented by 4,800 feet of belt conveyor galleries of fireproof construction, composed of steel and tile, which will house over 6,400 feet of belt conveyor.

Elevator "E" (1,500,000 bushels' capacity) is equipped with fourteen elevators of 8,000 bushels' capacity each, seven of which, the receiving legs, are for the purpose of elevating the grain from cars, which may be placed on either side of them. The others (the shipping legs) elevate the grain from the bins' bottom when it is required for shipment and transfer it to the belt conveyors in the galleries.

Directly under the scales is placed a 40-foot reversible belt conveyor, equipped with tripper and loaders, and by means of a system of Mayo Spouts the grain may be spouted from any scale to any bin in the house, including those which serve the shipping belt. Stationary spouts also are constructed so that the grain may be placed in bins in the immediate vicinity of the scales without the use of the belt conveyor.

Elevator "D" (1,000,000 bushels' capacity) will be equipped with six receiving stands of elevators and four stands of shipping elevators, each of 8,000 bushels' capacity, the general arrangement of the machinery being similar to that of Elevator "E."

The belt gallery system will be composed of one gallery 2,950 feet long, running parallel with the wharf and four galleries leading from the two



ELEVATOR D, NEW ORLEANS, AFTER THE FIRE, WITH ELEVATOR E IN THE DISTANCE.

brokers." Eight bucket-shot plungers had assembled at Kansas City, to "make a market." Christy himself made the first "buy"—100 barrels of pork from Vice-President B. W. Clawson. The "Board" is equipped, a press report says, with wires from Chicago and Minneapolis and gets quotations every five minutes from each place. Pork, lard and rib quotations are made 5 cents under the Chicago quotations, the latter being passed around on slips of paper to anybody wanting them. The bucket-shops at Kansas City that have been receiving the quotations from their "board of trade" have been practically deserted. Traders are apparently afraid of the game. Commission men at Kansas City wired during the day that it looked like the last ditch for the bucket-shoppers.

It was supposed that the United States Supreme Court decision knocked the Christie crowd out of Chicago quotations in toto; but it seems that in drawing up the final decree at Kansas City on July 1 Christie's lawyer succeeded in getting the following rider inserted in the order, to wit:

Provided, that so long as either of the defendant telegraph companies is permitted by complainant to send out (without instructions or conditions to the public generally) any periodic, as distinguished from continuous, quotations, defendants Christie Commission Co. and C. C. Christie shall not, by this decree, be prevented from purchasing or acquiring such periodic quotations from such telegraph company.

This is understood to mean that the Christie offices may have the fifteen-minute quotations which the telegraph companies are sending out. When the decree was first shown in the court it contained no mention of the fifteen-minute bulletin service. Christie, who was present, demurred, and protested that the original case against him had not been to keep him from getting the bulletins but merely to bar him from continuous quotations. By the addition of the Harkless rider, Christie claims a victory, "but it is not worth a blank to me," he says, "except to show those fellows they did not get me off the earth. I do not want their quotations. We have a national board of trade here now that makes better quotations. I never use the Chicago quotations, but I did not want that crowd to get away with everything."

far as its speculative grain and provision trade is concerned. It had several branch houses.

These injunctions follow the recent permanent injunctions against Indianapolis and Cincinnati bucket-shops. It is expected that Michigan and Missouri cases will be disposed of by similar action soon.

LOCAL OHIO GRAIN DEALERS.

The Dayton Division of the Ohio Grain Dealers' Association held an annual meeting at Dayton on June 22, with a large attendance. The following



LOOKING DOWN THE MISSISSIPPI RIVER FROM ELEVATOR E AT NEW ORLEANS.

officers were elected: President, Grant McMorran, St. Marys; vice-president, J. H. Conge, Eaton; secretary, M. W. Miller, Dayton; treasurer, O. N. Adelard, Sidney. Governing board—C. S. Pierce, Darke County; John Leas, Preble County; J. W. Mires, Miami County; John Buck, Clarke County; E. T. Woodcock, Champaign County; Joseph Timmons, Logan County; E. E. Nutt, Shelby County; Jacob Hauss, Auglaize County.

Send us the grain news from your neighborhood.

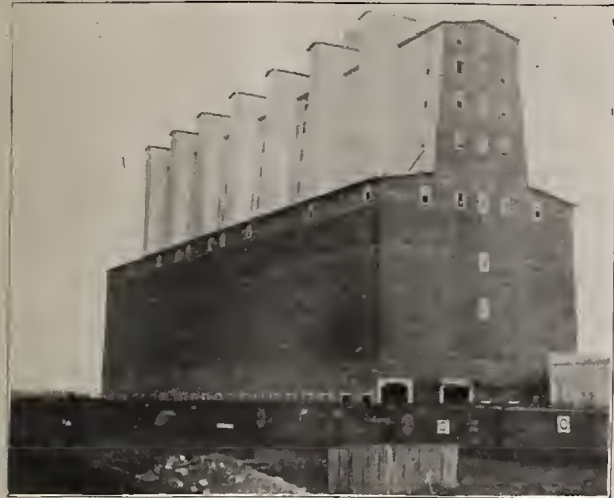
elevators and joining the wharf gallery at such points as to make the belts of suitable lengths to accommodate one vessel each. The wharf gallery will be equipped with seven belts, while three of the house galleries are equipped with two belts each, and one with one belt, making in all 6,400 feet of belt. These are each 36 inches wide and are driven at approximately 1,000 feet per minute. At this speed they will each convey 15,000 bushels per hour.

Each of the belt conveyors from the elevators

discharges the grain upon their respective belts in the wharf gallery, which in turn discharges by means of self-propelling trippers into the dock spouts placed along the gallery, thus making it possible to load seven vessels at one time at the rate of 15,000 bushels per hour each.

The power to drive the elevators and conveyors is supplied by steam plants of late design, located at the elevators, the power being transmitted by means of shafting and rope drives of the American system.

George B. Swift Co., general contractors, Chicago, are building the entire elevator system from



ELEVATOR E, COMPLETED EXCEPT SIDING.

plans prepared originally by them and revised by the Macdonald Engineering Co. of Chicago, and have under unfavorable conditions, cleared away the debris and erected Elevator "E" ready to receive grain in ninety days.

Plans for Elevator "D" are entirely new, under the direction of L. A. Stinson, of Swift & Co.

The Webster Manufacturing Company of Chicago furnish the greater part of the machinery equipment for both houses.

These houses rebuilt, New Orleans experts expect a heavy export business this summer and next fall, especially of corn of the now growing crop.

ANOTHER KIND OF CO-OPERATION.

L. N. Littlehale of Rockland, Me., dealer in hay and grain, has for the past two years been operating his business on a co-operative or profit-sharing basis. He started the experiment in July, 1903, when he had four employes, and every three months since these men have received from \$15 to \$17, or a little more than the interest upon \$1,000 at 6 per cent, over and above their regular salaries. This is equal to a bonus of about \$1.15 per week. The dividends being paid quarterly the men can hardly forget that they are sharers in the profits of the concern, and Mr. Littlehale says the results convince him that the adoption of the plan was the wisest thing he has done since he has been in business; for now he has no trouble in keeping his help, while formerly he was not always able to keep good men with him who had the interests of the firm at heart. Mr. Littlehale states that the men under the present system feel as if they were partners in the firm and take an interest in the work and do not act as if they were imposed upon when a contingency arises which makes it necessary for them to work overtime. On July 1 the men received the regular dividend of \$17.

Field fires are at their deadly work in California as usual at harvest season, and much damage has already been done. Some fires are caused by locomotive sparks and others by thrasher outfits.

H. B. Sparks of the Sparks Milling Co. of Alton, Ill., has been elected president and T. H. Kauffmann of the Stanard Milling Co. of Alton secretary-treasurer of the Southern Illinois Grain Merchants' Club.

[For the "American Elevator and Grain Trade."]

ABOUT BARLEY.

BY A SPECIAL CONTRIBUTOR.

One of the most important cereals raised all over the world is barley (in German, "Gerste"). Its importance in this country of late years has become second only to the oats crop. It would be difficult to determine, from the standpoint of its utility, which of the two cereals stand first in importance. There were 800,000,000 bushels of oats to only 139,000,000 bushels of barley raised in this country during last year; nevertheless, the uses to which the smaller crop of barley has been put, if measured by its value as a food product and the influence it exerts financially upon the revenues of the country, would occupy an equal rank with the larger crop of oats. Of late years barley malt has entered largely into the preparation of the various cereal foods and beverages, such as Postum Cereal, etc. In this connection it might be mentioned that next to distilled spirits, the fermented liquors made from barley pay the largest revenue tax into the United States treasury. This is the case in almost every civilized country in the world where spirituous and fermented liquors yield a revenue to their government.

THE ANTIQUITY OF BARLEY.—The cultivation of barley antedates almost every other known cereal. We find frequent references to barley in the sacred Scriptures as well as in Egyptian manuscripts, dating back three thousand years before the Christian era. We learn from these manuscripts that both bread and beer were made from barley. Barley has also been found in the prehistoric habitations of the Cliff Dwellers and in the ruins of the lake built houses of Switzerland. It has been cultivated from time immemorial, not only in Europe and Asia, but in Africa, where explorers have found the natives cultivating and malting it, in a fashion, and making a fermented liquor from it similar to the beer made by more civilized methods. We have, however, no record of it having been cultivated by the prehistoric races on this continent.

BARLEY IN THE UNITED STATES.—Undoubt-

The claim of priority in raising barley for commercial purposes in the United States belongs to Ohio, while yet a territory. It was introduced into this territory by German pioneers, whence gradually its cultivation slowly moved further west and northward until it had reached the middle Western states, Iowa, Wisconsin, Nebraska and Minnesota, in the order named, in the year 1875. The New England states, New York, Ohio and Michigan raised up to that time only fall barley.

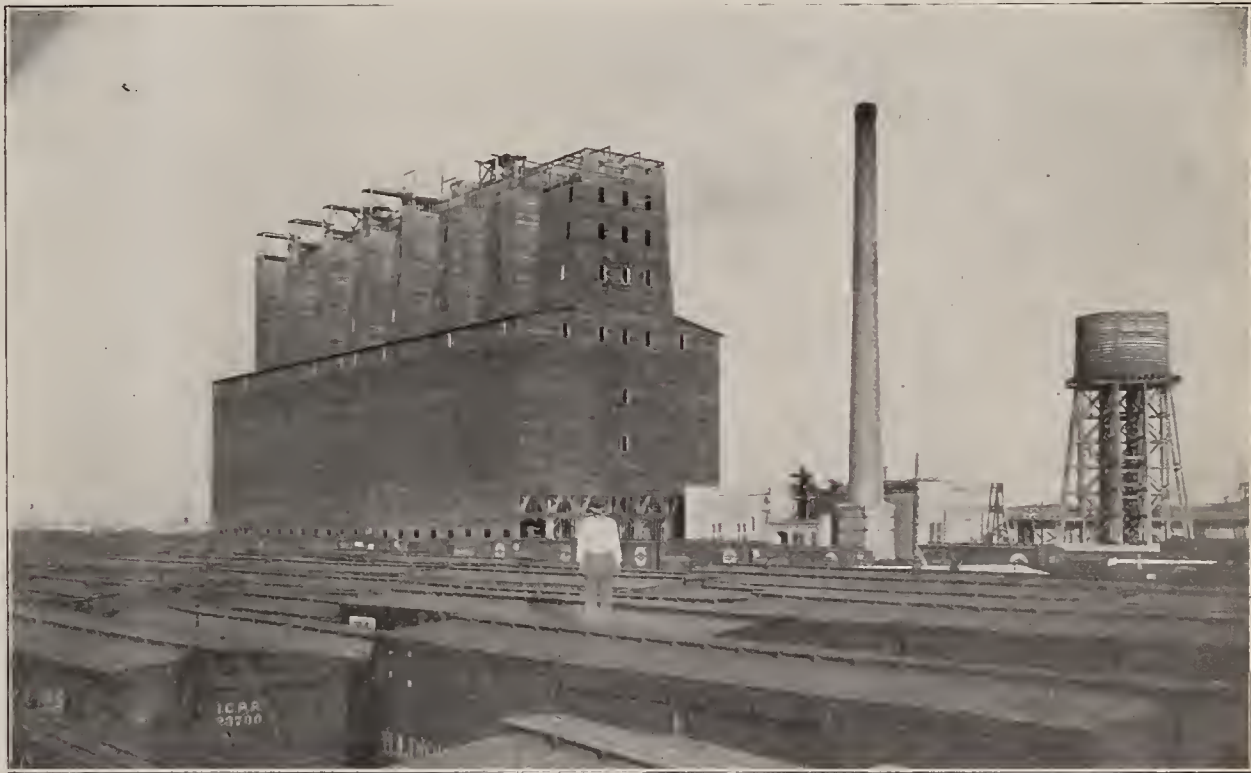
VARIETIES OF BARLEY.—Between 1875 and 1880 the above mentioned Western states had become a factor in the barley markets of this country; while up to that time Canadian and New York barley had monopolized the trade of the country, especially in the Eastern markets. The tariff placed on Canadian barley and the gradual deterioration of the New York crop changed the situation in favor of barley raised in the middle Western states, and from that time on these states raised mainly the so-called spring varieties.

In order to see at a glance how completely New York has been outclassed by the middle Western states, we have but to give the acreage and yield of barley for the year 1904 of some of these states for the sake of comparison:

	Acreage.	Yield, bushels.
New York was.....	97,558	2,614,554
Iowa was	487,516	13,552,945
Minnesota was	1,131,093	32,123,041
Wisconsin was	498,043	14,941,000

The above comparative figures of acreage and yield are sufficient to prove that the middle Western states, as above given, to which we may add the two Dakotas, hold at present the key to the barley trade of this country. It is true that California is a very large barley growing state, but most of its product goes to foreign lands for malting and feeding purposes, so that its crop has but an infinitesimal effect on values in our Eastern markets.

It may not be amiss to mention here that the culture of barley in the United States is but in its infancy, both as to quality and quantity. The 139,000,000 bushels raised in this country in 1904-5 is



ELEVATOR E, ON STUYVESANT DOCKS, NEW ORLEANS, IN COURSE OF CONSTRUCTION.

edly the introduction of barley in this country was due to the first European settlers. The Pilgrim fathers, as well as the German and Dutch emigrants of two centuries ago, cultivated the cereal for the making of bread and of a fermented beverage akin to beer, which every housewife brewed as regularly as she made bread for her household.

We have no authentic records of barley having been raised by the aborigines of this continent nor by the Indians, their successors in the United States.

about 15 per cent of the total barley crop of the world. Of this crop, which was 950,000,000 bushels, Russia and her provinces raised 329,000,000 bushels, the United States 139,000,000 bushels and Germany 129,000,000 bushels, while the balance was raised in smaller quantities by other European, Asiatic, African, Australian and New Zealand countries.

Spring barley is exclusively grown in the states of Iowa, Wisconsin, Minnesota, Nebraska and the two Dakotas. These states raised in 1904 about

93,000,000 bushels of the total crop of 139,000,000 bushels grown in the United States, and it may safely be said that this was all spring barley. There were but 6,500,000 bushels of fall barley raised east of the Rocky Mountains, mainly in New York, Vermont, New Hampshire, Maine, Michigan, Ohio, Kentucky, Tennessee, Texas, Virginia, Maryland and Pennsylvania. The Pacific states raised about 40,000,000 bushels of Chevalier and Bay brewing barley, which also belong to the fall varieties.

SCOTCH BARLEY.—Back in the seventies Iowa and Wisconsin raised a variety of barley called Scotch barley. It was well adapted to the soil of these states and was quite a favorite variety with brewers, as its large and fat berry contained starch in greater proportion than in any other variety. However, notwithstanding that the Scotch barley always sold at a premium over other barley, the farmers through sheer neglect permitted this excellent variety to disappear by not interchanging their seed and by improper manuring. At the present day there is no such thing at Scotch barley; it is only a reminiscence among the brewers and maltsters.

A similar sad decadence in the culture of barley took place in Nebraska, which a quarter of a century ago could boast of the finest barley raised in this country. A close second to the then much vaunted Canadian barley, improper manuring and non-interchange of seed caused the barley to deteriorate, so that at the present time Nebraska is no longer counted as a barley state.

Barley raised in South and North Dakota is steadily improving, and if properly treated in the field and kept from being mixed with either Minnesota or Wisconsin barley, it may become a favorite before long with the malting trade. The objection which brewers and maltsters raise at present against Dakota barley is that, requiring, as it does, different treatment in the malting process as well as in the mash tub, from barley raised in the neighboring states, it is largely mixed with these barleys. The consequence of such mixing is, in the first place, unequal germination, and, in the second place, as a result of this unequal germination, is a poor yield and lack of brilliancy of the wort.

In the calcareous clay and more or less sandy soil of the states of Iowa, Wisconsin and Minnesota is raised the barley which best suits the brewers. It is, when the weather conditions permit it, mellow and fairly bright and its malt is readily convertible, which the brewer prizes above everything else, for only then is he assured of getting good and clear beer. Wisconsin barley excels in size, while, generally speaking, Iowa barley, especially that raised in Scott County, excels in brightness of color. Barley raised in South Dakota is also of a bright color, owing to the fact that there is hardly any dew or rain in this state during harvest time. The greatest drawback to the barley crop of the Dakotas is the early frost before the berry gets fully ripe, as barley affected by the frost cannot ripen and consequently is unfit for malting. Frosted barley can be readily detected by its greenish pale color, and should never, when possible to avoid it, be mixed with ripened barley.

PROPER CULTIVATION OF BARLEY.—Barley, like other cereals, has its predilection for certain soils which are impregnated with certain mineral constituents that go to produce a perfect crop both in quantity and in quality. The climate undoubtedly has considerable influence upon the varieties as well as on the development of the barley-corn. Success, however, depends more on the soil and its proper preparation than on anything else. In order to produce a good quality the soil should be well fertilized. If manure is used it should never be put on fresh, but in a decomposed condition and very moderately, otherwise both straw and husks, growing rank and thick, will have, at the expense of the starch, a surplus of albuminoids, which are not conducive toward the making of good beer. It is the starchy substance that is converted into sugar during the malting process, which is the essential requisite for making beer. The fields should be deeply plowed and well aerated

by thorough breaking up of the soil. Having put the fields in proper condition for the reception of the seed, have the seed imported from a neighboring county or state if possible; that is, seed barley from the states of Iowa, Wisconsin and Minnesota may be safely interchanged. To use seed on the same field from which it was taken is sure to deteriorate both the quality and yield. It is like the intermarrying of blood relations.

THE HARVESTING OF BARLEY.—Barley should not be cut before it is fully ripe, as unripe barley is of no earthly value to either maltsters or brewers. The cutting should always be done during dry weather, so as not to expose the cut barley to its becoming wet by rain. Heavy dews are likewise injurious to the color of barley. While these dews may not have a deleterious effect on the endosperm of the barley-corn, they certainly stain it so as to make it of less value to the maltsters and brewers, who may want bright-colored barley. Immediately after barley is cut it should be put under cover. Where there are no sheds it should be stacked and kept from getting soaked through by showers and heavy dews. It is during the intervening time between the cutting and the sheltering that most of the damage is done to barley; for it should be remembered that when the seed gets thoroughly wet no amount of drying will restore it to its natural usefulness. It will cease to be fit for malting purposes and can be used only for feed. Farmers should understand this if they wish to make their raising of barley profitable. In Wisconsin the barley growing farmers, who are mostly Germans or of German extraction, have long ago learned how to take good care of their barley crop. No matter how wet the harvest may have been, the barley coming from Wisconsin will come to market in good condition, while that coming from Iowa and Minnesota, with few exceptions, will strongly bear the injurious marks of the inclement weather during harvest time.

THRASHING AND STORING OF BARLEY.—Barley should be thrashed very soon after being cut and stored in a dry bin. The bin should be rat and mouse proof, for the gnawing by rats and mice of only a small quantity will ruin the whole bin; for, unlike other cereals, barley, in order to germinate, must remain absolutely intact. Before storing the bin should be swept clean and watched so that at the first sign of heating its contents should be aired and changed about as occasion may require. Barley should never be sent to market before it has gone through the sweat, for heated barley is unfit for malting, and if sent to market in that condition will bring only the price of feed barley.

ABOUT INSECTS.—The worst enemy barley has to contend against is the weevil. They work great mischief when they get into a bin containing barley, for unlike wheat, rye or oats, when barley is attacked by weevil it is rendered valueless for the main purpose it is cultivated for, namely, the making into malt. Occasionally the chinchbug also does great damage to barley while it is yet in the field. The periodical ravages of this bug on the crop of Wisconsin and Illinois have caused the raising of the grain to be pushed farther north.

The surest preventative against weevil getting into barley is, first, cut it as soon as the grain is ripe; second, let the thrashing follow as soon as possible, for by doing this any weevil that may have crept into the grain may thus be destroyed by the agitation caused by the thrashing machine, although neither the eggs nor larvae are very much affected by the thrashing machine.

As the heating of the grain is the most favorable condition for the introduction as well as the propagation of the pest, it is well to prevent this heating by the methods as above described. A very effective preventative against the introduction of the weevil or any other insect into a grain bin is to have the floors of the storehouse or bins made of planed lumber, which should be thoroughly scrubbed and washed and a coat of oil paint or whitewash applied before the grain is put into them. If a weevil gets into barley it is a most

difficult matter to get rid of the pest. A temperature of 130 to 140 degrees is fatal to the weevil, but if applied to the pest it becomes equally as fatal to the barley, as extreme heat destroys the germ. The most effective remedy with which to get rid of weevil is bisulphide of carbon.

This is a colorless fluid, highly inflammable, evaporates rapidly at ordinary temperature and is very poisonous; hence it should be used with great care. It should be put in shallow dishes distributed over the storehouse and bins and allowed to evaporate. The best time for doing this is on Saturday night when the house is to be closed for thirty-six hours. The bins should be covered with canvas so as to force the fumes downward through the grain. One and a half pounds of bisulphite is sufficient for each ton of barley to be treated. When reopening the warehouse after a fumigation of about thirty-six hours, it will be found that not alone the weevil has been destroyed, but also the eggs and larvae. Care should be taken, however, to thoroughly ventilate the premises from top to bottom after such fumigation.

GRADING OF BARLEY.—The proper grading of barley is very essential to the enhancement of its value and to have the country shipper reap an adequate profit. It is not profitable, like some country buyers are in the habit of doing, to grade barley by indiscriminately mixing it regardless of soundness and uniformity in size and color. Some mix their bright barley with some of their stained, in order to attain color, which is undoubtedly a mistaken idea, for the expert buyer, whether a maltster or brewer, will readily detect the apparent fraud and will not pay the expected price of the seller and mixer, but will cast in his mind the average of the value of the dark and bright mixture, which in the end will be less than if the two grades had been left separate and thus sent to the market.

As absolute soundness of the barley-corn is the first requisite for the making of good malt, unsound barley, generally recognized by its black or red ends, should never be mixed with sound barley, for the loss is far greater than the benefit derived by such a mixture. Neither should musty barley find its way even into the smallest quantity of sweet smelling barley. Must on barley is the detector of unsoundness. It is sure to be detected nine times out of ten, and then the perpetrator of the fraud usually has to pay the penalty by having the price value greatly reduced.

Plump berried barley should not be mixed with thin and light barley, as the latter will be certain to pull down the value of the former. The buyer, whether a maltster or brewer, will pay a comparatively higher price for barley that is sound and plump, even if slightly stained, than for thin, chaffy stuff, no matter how bright in color it might be. The intermixing of South and North Dakota barley with either Iowa, Wisconsin or Minnesota barley is very reprehensible. The two varieties will no more malt evenly together than would oil and water mix. During the past season a great deal of that kind of mixing has been done by some of the large barley dealers in Minnesota, as well as in Wisconsin, in order to give color to stained barley that went into the mixture. The damage caused by such mixtures is almost incalculable, for uneven malting of such mixed grain makes the malt glassy and flinty, which results in poor beer. If dealers in Dakota barley would keep it separate and send it to market unmixed they would earn the gratitude of both maltster and brewer, and at the same time realize fully as much on the grain. The objection to the mixing of Dakota with other western barley is based on the established fact that it requires quite a different treatment on the malting floor as well as in the mash tub; therefore, if it were malted separately and mixed in proper proportion with other malts there would be no objection.

CAUTION.—We desire to caution country shippers against sending advanced samples of their barley that have been hand thrashed or in small mail envelopes for the purpose of making sales for future

deliveries on these samples. Hand-thrashed samples invariably cause trouble, for the actual shipment rarely comes up to them either in color or cleanliness. The result is that bad blood is engendered between the shipper and his commission man, to say nothing of rejection of the tendered barley or the reduction in price, if accepted at all. It should be remembered that generally buyers of barley are members of the boards of trade in the cities where they reside, which means that all trades made on the floor of the Board of Trade must be strictly adhered to, so that when a contract is entered into by a commission man to deliver a certain grade of barley according to the sample he leaves with the buyer, it must be lived up to.

In loading the car for the market there should be no plugging, as often cars are loaded up to the roof for the purpose of concealing this reprehensible practice.

We have in the above briefly given a few facts in reference to the cultivation, harvest, proper storing and shipment of barley to the market, which advice, if strictly adhered to, would accrue to the benefit of all who are interested in the barley culture and the trade in general. The farmer, however, would benefit the most by following the above given suggestions as to how to prepare the soil and what kind of seed to use and the care that should be taken of the barley after it has been harvested.

There is no cereal grown in this country that pays better than barley if properly cultivated. To give a few illustrative facts: Last year the average yield of barley per acre was 27.2 bushels, and at the average price of 42 cents per bushel the farmer received \$11.42 for every acre of his barley. Of course, in some states the average result was much higher. If barley can be raised thus profitably in the old slipshod way, there is no gain-saying that if farmers would cultivate it on scientific principles, as indicated by the above few hints, the average yield could easily yield thirty bushels to the acre, while the quality would also be advanced from 25 per cent to 50 per cent in all the barley-raising states, thus making the cultivating of the cereal second to none.

SOUTHERN INDIANA DEALERS.

The annual meeting of the Southwestern Indiana Grain Dealers' Association was held on June 20 at E. B. A. Hall, Evansville. About twenty-five of the grain dealers of that portion of the state were present.

Following the transaction of other business the election of officers took place, with the following result: J. L. Knauss of Evansville was re-elected president of the Association, and John F. Courcier, also of Evansville, secretary. Mr. Courcier had served the unexpired term of the late M. L. Johnson as secretary and was re-elected.

The organization is made up of the grain dealers and millers of all the counties of that corner of Indiana, including the first congressional district and others up as far as Vincennes.

The Midland King, a Canadian ship, on June 30 took out of Chicago 218,200 bushels of corn, being the largest cargo of corn loaded at Chicago in ten years.

The Southwestern railway managers have appointed a committee to meet the Railway Commissioners of Arkansas for the purpose of drafting equitable car demurrage rules.

Jas. R. Kellogg, who was the "inspiring genius" of the E. S. Dean Company, a bucket-shop concern in New York, incorporated under New Jersey law, was sentenced on June 23 to the penitentiary at hard labor for seven years and six months. The company had authorized capital of \$1,000,000, and for a time conducted an enormous discretionary pool business, and when it failed its patrons in all parts of the country lost hundreds of thousands of dollars. The indictment charged Kellogg with the larceny of \$97,830.

TRI-STATE GRAIN DEALERS.

The Tri-State Grain Dealers' Association held a very successful annual meeting at Sioux Falls, S. D., on June 21 and 22. The first day was devoted to the hearing of papers and addresses of an informing character, while on the second day the routine business of an annual meeting was transacted.

After the usual perfunctory addresses of welcome and response thereto, President E. S. Woodworth of the Minneapolis Chamber of Commerce delivered an interesting address on the grain trade as one of the great branches of the nation's business. He dwelt upon the character of the men engaged in it—some great, nearly all honest, some chronic knockers, a few who do not seem to understand or have regard for their legal or moral responsibilities as business men; but the perhaps most thoroughly practical portion of the address



A. F. BRENNER, MINNEAPOLIS.
President Tri-State Grain Dealers' Association.

was that devoted to the relations of grain men to the carriers of the country. On this branch of his subject he said:

Most all grain men understand thoroughly that, as a rule, the ranks of traffic managers are filled with men of the best obtainable caliber; and the only way to deal with them is to be absolutely fair. And I believe that in the majority of cases this plan is followed, but I have known exceptions; and to the young men who are just starting in the grain trade, and who, possibly, may have been ill advised and given to understand that anything that you can get out of a railroad company is clear gain and perfectly allowable, I would say, don't ever try to work any game on a railroad company. Be fair; give them a square deal; indicate to them that you only want a good, fair profit on your business. Build up a reputation with them and you will find it one of the most valuable assets in your business.

When you find a station agent who is not fair with you, and not fair with your customers, when he does not give you fair and courteous treatment, I would suggest that you undertake to cover the matter with him thoroughly and educate him to do differently; and if that cannot be accomplished, then take it up with your railway division superintendent and insist on having a better man, for I believe all railroad companies would appreciate any effort on the part of grain men to improve the average quality of country station agents; to teach them that courtesy and fairness to everyone they come in contact with is the best advertisement the road can have and a very important matter every way, for I will make the assertion that discourteous, incompetent and apathetic station agents throughout the country do more to create adverse legislation toward railroads than any other one thing.

Many independent grain shippers have more or less trouble with claims against railroads. If these claims are based on fairness, and if you have a station agent who in turn is fair, and will place the claim in the proper place, before the proper person, I venture to say there will never be any trouble about equitable adjustment, nor will there be any necessity to appeal to the railroad commissioners for redress or fair treatment. We have, for years, invited our customers to bring or send to us any railroad claim they might have, adjustment of which seemed hopeless, and in no case have we failed to secure satisfaction where the claim was fair and equitable.

The same plea for fairness might be applied to national agitation over government making of rates or government control of railroads. The people who are making the most strenuous complaints to the administration, I firmly believe, are the people who ship the least freight. The railroad companies throughout this country are looking all the time for strong, able men to take care of their operative and traffic departments, being willing to compensate liberally for this ability, and the best men they can get, men with long years of training and study of the situation, are at a loss at times to know how to best adjust rates which shall not be discriminative and which shall be rather than otherwise for the good of all. If, with these years of knowledge, they in any way fail, does it not seem unwise to think that our politicians would run the railroads or make the rates in any way which would please us better, or be better for us than the men who are now in charge? The Elkins law, if properly administered, should prevent discrimination.

Rebates should not exist, and if we, the grain shippers, and all the other shippers, large and small, throughout the country would only ask for what is fair, it would help much toward a proper and equitable adjustment of the entire proposition. Strengthen, if necessary, the present Interstate Commerce Commission, including therein men of the highest possible ability and reputation from commercial pursuits and judiciary, men from the highest grade of railroad ability, making salary fully commensurate, making it a life office, and submit to them any case that cannot be settled between the railroad and the shipper or the receiver, but do not give them the rate-making power, for, as the Good Book says: "The last would be worse than the first." * * *

That evils exist there is no doubt. Improper practices cannot be disputed; but the right must prevail, and all these will be eliminated and adjusted as the world moves on and as the spirit of fairness increases, and as the determined effort along those lines is persistently continued. It will never be brought about by making laws and taking away from a man or body of men the right to run their own business, but will only be accomplished by insisting along the higher lines, that each man must be fair with the other.

Considerable time was devoted to the subject of weights and inspection at Minneapolis and other terminals under the direction of the Railroad and Warehouse Commissioners of Minnesota. P. P. Quist, state weighmaster, described the system in vogue, while C. C. Neale, state inspector of scales, explained the causes of imperfect operation, illustrating his remarks by diagrams. Later on J. N. Barnard, chief deputy inspector, located at Minneapolis, described the procedure there for inspecting grain. Of the new practice there of inspecting coarse grains in the office of the inspector instead of at the car, he said:

The coarse grain and flax is now sampled each day as it is received, and the samples of each separate car are brought into the office for inspection. Formerly everything was inspected on track, and the difference in the grading of the coarse grain and flax by having the same inspected in the office would indicate that perhaps it might be better if the wheat also was sampled and an office inspection made on the samples.

By making office inspection there is a uniform light on each sample, without the variations of the weather, and the different conditions of light with which an inspector must contend when making inspections on track between rows of box cars. There is yet another feature, and that is, that the same inspector sees the grain go out as well as come in. I mean by that that the inspector of oats inspects all of the oats received over all of the different roads. The same inspector inspects all of the oats out of all of the elevators. This same rule applies to the inspection of corn, barley, rye and flax, so that you will readily see that in place of having the judgment of seven or eight different inspectors of oats, we have the judgment of the same man on all of the oats both coming to this market and leaving it. This, I think, is a step in the right direction, and if the obstacles can be overcome that now block the way of having the wheat inspections made by samples in the office, there would be a greater uniformity of decision on grades.

Prof. W. A. Wheeler of the Agricultural Experiment Station delivered an address on "Grain Improvement," which embodied the latest demonstrations of the value to the farmer of selected seed and careful culture.

After the appointment of committees the session was adjourned for the day.

SECOND DAY, JUNE 22.

President Brenner opened the business session by a brief annual address embodying an outline of the work done during the year, more extensively covered by the annual report of J. J. Quinn, the secretary. The latter official, after referring to the disastrous season following the appearance of rust in the wheat of 1904 and the baneful influence of speculative market manipulations, said:

The grain man is not only embarrassed by fluctua-

tions in values, delays in transit, leakage and stealage from cars, erratic inspection and irregular car service, but he is jumped on by every man in town if a farmer whose trade is naturally tributary to his town is seen drawing his grain to a neighboring market.

This last-mentioned trouble is one of common occurrence during the season of a heavy crop movement and the excuse for agitation for additional elevators. This arises in the majority of cases from ignorance of actual conditions, and it has occurred to me to suggest to each member of this Association who is not a member of the local board of trade, commercial club, or whatever it may be styled, to join it at once and actively participate in all their meetings; and I believe you will find many opportunities for removing ill-founded prejudices which may be imbedded in the minds of your fellow traders people toward elevator interests. It will give you an opportunity of clearly explaining the dangerous position in which you are often placed by circumstances not generally understood, and lead to more cordial relations which should exist among commercial men in every community.

Line elevator companies are the particular object of many attacks from the above-mentioned cause and seldom are given an opportunity of defending their position, which is often misunderstood; but if closer relations existed, which can be brought about through membership in local organizations, and by keeping in close touch with matters of public interest bearing on the general prosperity of the community in which they are doing business, I believe an appreciable improvement to their interests would accrue.

Continuing the report said the membership represented 1,059 elevators, an increase of 113 for the year; the finance report showed a cash surplus of \$3,023.10, an increase of \$1,376.70 for the year; local meetings have been numerous and well attended.

During the year an arbitration committee has been created whose deliberations are governed by suitable rules. The committee consists of J. L. McCaull, H. C. Stebbins and F. L. Wheeler. It has had but little to do, most cases of difference having been adjusted by the secretary. A claim department also was created during the year, but the secretary suggests that a special committee be appointed to pass upon the merits of the claim before it shall be formally presented by the secretary for adjustment. The secretary also recommended the appointment of a scale expert to examine members' scales. He also reported for action a suggestion made to him that the Association appoint official weighmen at interior points where grain going to elevators and mills in considerable quantities may be weighed under the direction of the Association, there being no official weighers at those points.

On the conclusion of the reading of the report, which included an interesting statement of the work of the famous seed or lecture trains of last winter, the governing board was empowered to employ a competent scale expert.

Apropos the Grain Dealers' National Association, the Tri-State dealers took a conservative stand. When the question was put, "How much does it cost?" and the reply was, "\$265," the immediate reply was, "Surely that is not much," and immediately the matter was referred to the governing board with power to act. W. H. Chambers had suggested that the directories of the associations of the West hold a conference, and in case the National Association should appear moribund to organize a "Western Federation."

The adoption of the report of the committee on resolutions created a permanent committee on claims, to whom shall be referred by the secretary all claims against rail carriers, terminal elevator companies and receivers after he shall have collected all the essential evidence in each case from the parties in interest.

The following resolution, among others of local character, was adopted:

Whereas, President Roosevelt's demand for a square deal for everyone has met with a hearty response from every shipper of the country; be it

Resolved, That we commend him for his efforts in behalf of fair rates for all, and also recommend that the Interstate Commerce Commission should be vested with the power, where a given rate has been challenged and after a full hearing found to be unreasonable, to decide, subject to judicial review, what shall be a reasonable rate to take its place, the ruling of the Commission to take effect immediately and to obtain unless and until it is reversed by a court of review.

The following officers were elected for the ensuing year: President, A. F. Brenner, Minneapolis; vice-president, E. A. Brown, Luverne; directors,

A. A. Truax, Mitchell, S. D.; W. B. Parsons, Winona, Minn.; W. H. Chambers, Minneapolis; Geo. H. Shanard, Bridgewater, S. D.; D. Williams, Webster, S. D.; F. S. Kingsbury, Heron Lake, Minn.

Adjourned sine die.

NATIONAL HAY ASSOCIATION.

The National Hay Association, which will hold its twelfth annual convention at Toledo on July 18, 19 and 20, was organized at Cleveland, Ohio, on January 22, 1895. Its chief officers and convention cities since have been as follows:

Year.	Treasurer.
1895	—J. N. S. Woolecroft, Cincinnati.
1895-6	—Geo. S. Blakeslee, Chicago.
1896-7	—Wm. Hopps, Baltimore.
1897-8	—E. L. Rogers, Philadelphia.
1898-9	—D. W. Clifton, St. Louis.
1899-1900	—Jas. W. Sale, Bluffton, Ind.
1900-01	—Geo. C. Warren, Saginaw.
1901-02	—Geo. S. Bridge, Chicago.
1902-03	—Chas. England, Baltimore.
1903-04	—John L. Dexter, Detroit.
1904-05	—H. G. Morgan, Pittsburg.

The Association has been uniformly successful, being a strong, active and effective trade organization. Its annual dues are but \$5 and it extends a cordial invitation to the members of the hay trade to join its ranks and to add to its strength by their presence at Toledo. Applications may be sent to P. E. Goodrich, Winchester, Ind.

The importance of the hay crop must not be overlooked, although to most business men not directly interested in handling it its magnitude is not appreciated. In the past twenty-eight years the smallest crop on record was that of 1877, 31,629,000 tons. In 1883 the 40,000,000 mark was passed; in 1899 the crop jumped from 46,643,000 tons in 1888 to 66,830,000 tons, the largest on record. The last fifteen crops have been as follows, in tons:

1890	60,198,000
1891	60,818,000
1892	59,824,000
1893	65,766,000
1894	54,874,000
1895	47,079,000
1896	59,282,000
1897	60,665,000
1898	66,377,000
1899	56,656,000
1900	50,111,000
1901	51,044,000
1902	59,858,000
1903	61,306,000
1904	60,696,000

The following table exhibits the production of hay during 1904 in states producing an excess of 500,000 tons:

Maine	1,419,937	1,240,230	1,367,807
New Hampshire	638,304	570,025	663,402
Vermont	1,088,271	1,017,156	1,177,135
Massachusetts	716,955	784,882	932,717
Connecticut	513,836	527,523	648,062
New York	6,480,800	6,061,919	6,718,743
New Jersey	590,150	582,791	497,859
Pennsylvania	4,499,425	3,901,858	3,693,002
Virginia	637,760	602,492	501,288
Texas	721,983	765,852	594,605
Tennessee	580,907	558,497	514,151
West Virginia	783,916	721,492	579,761
Kentucky	698,829	722,995	720,294
Ohio	3,880,238	3,892,024	3,959,022
Michigan	2,658,604	3,035,239	3,180,672
Indiana	2,399,082	2,600,199	2,635,215
Illinois	3,736,049	4,273,258	4,121,054
Wisconsin	2,959,692	3,316,428	3,268,604
Minnesota	1,508,817	1,579,732	1,481,420
Iowa	5,074,362	5,631,852	5,211,232
Missouri	4,393,632	4,745,312	4,290,860
Kansas	2,998,061	2,865,140	3,211,193
Nebraska	1,018,725	944,096	968,133
Montana	670,042	697,961	526,858
Colorado	1,243,098	1,592,758	1,137,684
Utah	1,256,063	1,026,196	884,855
Idaho	1,151,152	979,084	955,676
Washington	710,037	754,709	739,359
Oregon	772,579	753,788	700,815
California	1,184,071	1,144,562	1,006,049

NATIONAL BOARD OF TRADE.

The Christie gang of bucket-shoppers at Kansas City have organized the National Board of Trade, stealing the name of an honorable body of business men, representatives of many honorable boards of trade and other organizations. The officers of this aggregation of purloiners of an honorable name are C. C. Christie, president, Kansas City; George W. Clawson, vice-president, St. Louis; J. M. McDermott, treasurer, and James Donohue, secretary, Kansas City.

The only remarkable thing about this new phase of the Christie indecency is the attitude toward it of the Kansas City press, no member of which seems to have gumption enough to differentiate

this aggregation of parasites from respectable business men. One paper, the Journal, and on a Sunday morning, too, devotes a column to the fulsome flattery of this new gambling appendage to the leeches of Kansas City's industry, as a great commercial organization, the purpose of which is "to make Kansas City the leading grain market of the country" [sic]!

The magnitude of this attempt to keep alive a business that the mayor and police of Kansas City ought in good conscience to suppress as a nuisance may be inferred from the fact that it claims to have twenty "independent dealers" (or big shops) in as many cities and not less than 1,500 branch of-

Secretary.	Convention City.
P. W. Pitt, Baltimore.	Cleveland.
P. W. Pitt, Baltimore.	Cincinnati.
P. W. Pitt, Baltimore.	St. Louis.
Frank F. Collins, Cincinnati.	Pittsburg.
Frank F. Collins, Cincinnati.	Buffalo.
Frank F. Collins, Cincinnati.	Detroit.
P. E. Goodrich, Winchester, Ind.	Baltimore.
P. E. Goodrich, Winchester, Ind.	Indianapolis.
P. E. Goodrich, Winchester, Ind.	Put-in-Bay, O.
P. E. Goodrich, Winchester, Ind.	Chicago.
P. E. Goodrich, Winchester, Ind.	St. Louis.

fices reached by 30,000 miles of private wires, distributed from Minneapolis to San Antonio and from New York and Boston to Salt Lake.

PENNSYLVANIA FEEDSTUFFS LAW.

The Philadelphia Commercial Exchange has been caught napping, for when the late legislature passed the pure food law, it amended it, without the Exchange's knowledge, to require dealers in bran and middlings to put a statement of the chemical ingredients of the products of corn and wheat on all goods sold to the trade. This had not been done up to June 22, when a circular was received by the officers of the Exchange from the secretary of state notifying them that the members of the Exchange were violating the provisions of the act.

The amendment requires that corn, bran, wheat, rye and buckwheat bran and middlings be sold in packages, and that each be labeled to show the number of net pounds of "feeding stuff" the package contains, and also the percentage of crude fat and crude protein. Hay, straw and corn stover, when mixed with other materials, may not be sold without such certified statements. The law does not affect millers in Pennsylvania, but must be complied with only by dealers outside of Pennsylvania who do business in that state. It is not expected that the western dealers will go to the expense of complying with the law and will divert their shipments to other points.

Members of the Commercial Exchange think the new law will work more harm than good, so far as dealers are concerned. "The amendment is a detriment to the trade," said a prominent dealer, "and the enforcement of its provisions will have a tendency to demoralize a business that just now needs all the 'boosting' it can get. If the Westerners cut off their shipments there will be a shortage here and prices will go higher. The provisions of the bill are too radical to be complied with by outside dealers, who will send their goods to other markets in preference to employing a chemist to learn the component parts of their wheat and corn products."

The officers of the Exchange consider the amendment both impracticable and probably unconstitutional, but it is on the statute book and the question is what to do about it. Agents of the state Department of Agriculture have been traveling through the state since the law was passed, looking up alleged violators of the act. It is not known here whether warrants have been issued for the Exchange members, but the Public Ledger says it is possible that a test case will be made in order to have the courts pass on the legality of the amendment.

On June 21 S. C. Love & Co., Chicago, made the first sales of July, 1906, corn, starting at 49c., and selling 500,000 bushels down to 48½c.

[For the "American Elevator and Grain Trade."]
BIDDING "NO. 3 OR BETTER."

BY E. W. SEEDS.*

With reference to the resolution presented by the committee, I want to say that this seems to me an important matter and one that a discussion here should serve to correct, or, at least, start an agitation upon that will later correct it.

Bids for grain, or contracts for its sale, as "No. 3 or better," seem to me not only unfair and unbusinesslike, but even vicious; and I think we shall be able to so demonstrate it. A contract to be fair must bear with equal force and give equal privilege and benefit to both parties thereto. The "No. 3 or better" contract entails a discount to the shipper on all shipments grading below No. 3 and gives him no premium on cars grading above that, even though the market difference may be large. How would the buyer in a central market contemplate a proposition from one of his shippers to sell a grade of "No. 3 or lower"? What is the difference in fairness?

As I understand it, whatever has a tendency to lower standards, either of morals, business practices or the productions of the earth, is in a sense vicious. Let us illustrate: "A" is a careless dealer, with poor facilities for handling his grain (he may even be a scoop shoveler); he accepts about whatever farmers bring to him; dumps it into a car, and ships it to "B" on a sale of "No. 3 or better." It is practically all accepted on the sale without discount, though an occasional car may grade No. 4, and is discounted ½ cent, as with oats the past year. "A's" neighbor, "C," is an up-to-date man, with first-class equipment and such pride that he wants all his shipments put in best condition. He has same sort of sale (for certain markets bid only on "No. 3 or better" oats and corn on their postals or in their usual telegrams). His oats grade No. 2. He gets same price as "A." Result? If competition is close, he must resort to the methods of "A" or go out of business; and a continuance of "A's" method at any country shipping point for a succession of years will deteriorate all kinds of grain in that section very greatly. The good farmer has no inducement to try to improve the quality because his neighbor gets same price from "A" for poor grain, and the shipper, "C," has no inducement to use his machinery, for "A" gets an equal price for his goods as he.

The speaker knows of several instances where this has occurred; and few buyers for interior points care to trade with the dealers at such places. You suggest that "C" may by special request get bids and make contracts for his No. 2 oats. This is no doubt true; but if anyone is to be at this disadvantage, ought it not to be the fellow with the undesirable goods and methods?

So much for the shipper. How about the buyer? I can conceive of no situation in which he would be unjustly treated by a contract for a specific grade of No. 3 (the usual grade of the bulk of the crop of oats or corn as it arrives on the market), with a provision to accept No. 2 or No. 4 at current difference on arrival; though I agree that the mixer, for whom this method was probably inaugurated, may not secure quite as much advantage of the shipper of good grain.

A buyer wants 100,000 lbs. No. 3 white oats to make a given weight of clips. Line No. 3 will make them. His country purchases grade 50,000 bu. No. 3; 30,000 bu. No. 2; 20,000 bu. No. 4 and rejected. He may dump all together and make his grade, pocketing the discount charged on the No. 4 and rejected, bringing up these latter with the 30,000 bu. No. 2, which he got from good shippers at same price he paid careless shippers for the 50,000 bu. No. 3.

No man should be paid No. 2 price for No. 3 grade when there is a market difference, and the

converse is surely true. No seller should deliver No. 2 grade on No. 3 sale unless he is paid the market difference. Or, take the same lot, a fair premium on the 30,000 bu. No. 2 would be little if any more than the discount on the No. 4 and rejected; and the buyer can still dump all together and treat his shippers fairly, giving the careful shipper his just due. Or, in the general market, the higher grade is easily exchanged for a sufficient amount of the lower to make the whole what is desired; and in such case the differences take care of themselves, and can do no injustice to the fair buyer or the man who wants a specific grade out of which to make a particular kind of goods to suit his trade.

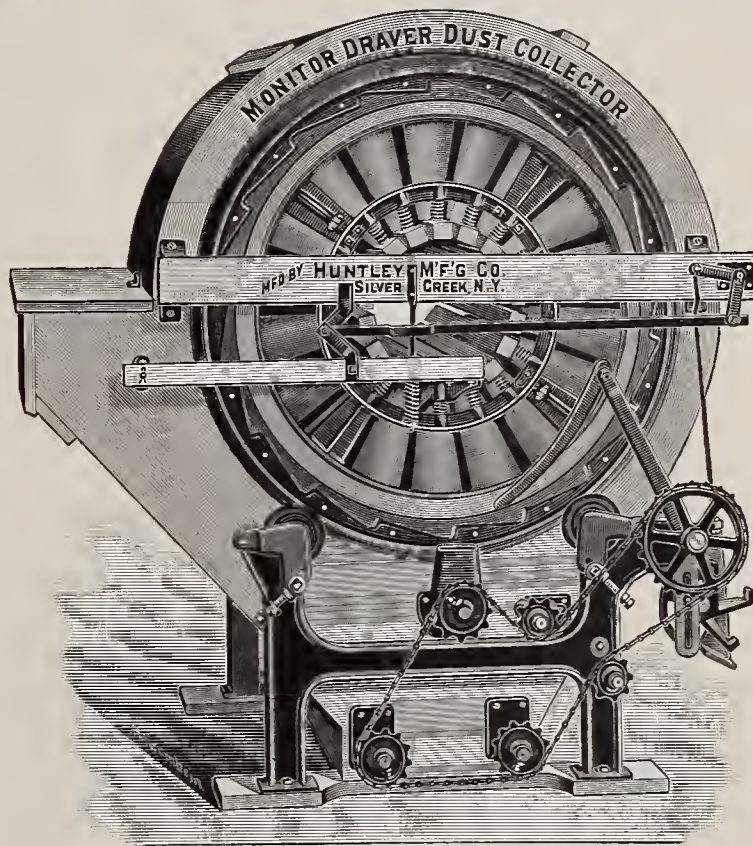
Illustrations might be multiplied to cover every conceivable situation, but this is useless. I think, however, that you will all agree that association work should be along the line that will most elevate methods and business practices among the dealers, better the quality of all grain, and most encourage the man or set of men who do their business best and put their grain in best condition. Let

THE MONITOR-DRAVER DUST COLLECTOR.

The Huntley Manufacturing Company of Silver Creek, N. Y., have added to their line the Monitor-Draver Dust Collector, which is shown in the accompanying illustration. Special points of superiority are claimed for it and it is sold under a strong guarantee as an all-purpose collector.

In operation the dust-laden air enters the machine through an opening in the side of the case or housing. The dust entering the tubes is discharged while the tubes are standing perpendicular (with big ends down) over the upper conveyor, which is placed in the dead air chamber. All the coarse particles are separated from the fine and are caught in the settling chamber. Only the fine dust enters the tubes, therefore the cloth tubes have long life. Actual tests of this collector show that 50 per cent of the dust is caught in the settling chamber.

All parts of the interior of the machine are accessible through a removable section at the rear



MONITOR-DRAVER DUST COLLECTOR.

us, through the adoption of this resolution, request our friends, the buyers, to give the careful shipper a "square deal."

[The resolutions were adopted, as the record shows.—Ed.]

NEW GRAIN INSPECTORS.

A. H. Jackman, territorial grain inspector, of El Reno, Okla., having sent his resignation to Governor Ferguson on June 19, will take charge of a line of elevators. Col. Thomas Soward of Guthrie has applied for the appointment.

S. P. Broughton has resigned as state grain inspector at St. Joseph, Mo. Mr. Broughton and Paul Mathews, Joseph Fredericks and A. W. Warren have organized a grain commission company, which is a member of the Kansas City Board of Trade. The firm name is The Mathews, Fredericks & Broughton Company. F. L. Atkins has been suggested as his successor.

A new state grain inspector station will be created at Concordia, Kan., and J. W. Perry has been named as inspector.

Wheat receipts in Chicago in June, 1905, were about the lightest on record.

The first car of new Kansas wheat marketed this year reached Kansas City on June 21 from Peru over the Missouri Pacific, and graded No. 3 Red Winter. The berry was well filled and the quality good. There is some chaff in it, accounted for by the test being light.

of the machine, and through this opening any tube or number of tubes can be removed and replaced in a few minutes.

The mechanism of the Monitor-Draver Dust Collector is very simple. The drum rotates intermittently, bringing each row of tubes over the dead air chamber in succession. When a row of tubes is brought over this chamber, the bars to which they are attached are depressed; then when cams release the bar a spring at each end of the machine gives it a sudden jerk and removes the dust from the tubes.

The outside or housing case is divided into several parts, so that the machine can be taken through narrow openings. The dust drum or cylinder is divided into two parts and can be taken apart when necessary to take it through narrow openings. This is done without disturbing any of the cloth tubes and it therefore takes very little time to set the machine up.

Like all other machines in the Monitor line the Monitor-Draver Dust Collector is constructed of first-class material and is sold under 30 days' trial. A special booklet describing it will be sent on request.

Send us any elevator and grain news you may have from your neighborhood.

The first car of 1905 rye received at Chicago was delivered July 6 to the Calumet Grain and Elevator Co. It graded No. 2 and hailed from Southern Illinois. Last year the first car came July 19, and graded No. 4.

*At the request of the editor Mr. Seeds has reduced to writing his remarks on the resolution demanding bids for specific grades and not "No. 3 or better," briefly reported in the proceedings of the Ohio Grain Dealers' convention. The subject is of such importance the speech is made a separate article.

AN ODE TO THE BEARS.

When the snow was on the meadow and the price of wheat was high.
When the bulls were drinking Heidsieck and the bears were swilling Rye,
When the May was boosted heavenward with many a screech and yell,
Who'd have thought the price of everything would simply go to H—1?

When May broke to \$7 and July to \$2.
When Gates and his contingent were feeling mighty blue,
When you blithely sold July and Sept. and thought it quite a feat.
Did you think that while you sold it short the farmer owned the wheat?

And when you keep on selling under April skies so bright,
Because the grass was greener and the harvest seemed in sight,
Because the bluebird wooed his mate amid the blossoms sweet,
O! did you ever stop to think—the farmer owns the wheat?

It may be you will cover up with many a tear and sigh,
When the buyer has you spitting blood in August and July,
And then in deep humility you will own that you are beat,
For you went and sold the option. BUT the farmer owned the wheat.
—Buffalo Bull in C. A. King & Co.'s Circular.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MADE IMPROVEMENTS.

Editor American Elevator and Grain Trade:—We have just completed new additions and repairs to our mill and elevator, as follows: One steel wheat tank, capacity 17,000 bushels, constructed by the Steel Storage & Elevator Construction Company of Buffalo, N. Y.; one Hall's 8-duct Distributor, and one 700-bushel Ohio Sheller of Phillip Smith Company of Sidney, Ohio. We have also painted up the elevator and other buildings.

Yours truly,

THE WINCHESTER MILLING CO.
Canal Winchester, Ohio.

PURCHASED SOUTH DAKOTA ELEVATORS.

Editor American Elevator and Grain Trade:—Henry DeCamp of Woonsocket, S. D., and myself have just closed a deal with F. D. Morrison of Yankton, S. D., for his two elevators at Yankton and at Mission Hill, S. D. Mr. DeCamp will move his family to Yankton and he will manage both elevators, while I will continue traveling for The P. B. Mann Co. of Minneapolis.

Mr. DeCamp was formerly in the grain business at Woonsocket, S. D.

Please send DeCamp & Hatch the "American Elevator and Grain Trade" at Yankton.

Yours truly,

W. B. HATCH.

Minneapolis, Minn.

TEXAS OATS.

Editor American Elevator and Grain Trade:—We have in Texas raised a good crop of oats this season—a big surplus over the past few years. The crop is all cut and in the shock, but unfortunately it has been raining ever since they have been cut—a week or ten days. These rains will stain them more or less. So far they are not damaged, but with continued bad weather they soon will be and we might have a repetition of the 1895 crop. If they can be thrashed without being damaged further they will be all right for seed as well as for feed, but if they should not, then the majority of them will have to be either clipped or recleaned and disposed of in most any old way at reduced prices.

The most serious obstacle that stares us in the face at present outside of the damaged condition

is the quarantine against Texas oats by the South-eastern states. Should the states that now have a quarantine on against Texas oats raise same it would make a much larger demand for our oats and at better prices. We are doing everything we can to have these states raise their quarantine, but should we fail, and in addition have them damaged, the situation will be a serious one.

Yours truly, PITTMAN & HARRISON CO.
Sherman, Texas.

A QUERY TO WHICH A REPLY IS ASKED.

Editor American Elevator and Grain Trade:—I would like to have the opinion of some of your authorities on the following:

I sold 10,000 bushels of grain by Western Union telegram, filed at Dwight, Ill., at 7:10 a. m. The telegram was not delivered at Chicago until after 10 a. m., whereas acceptance of sale was to be on or before 9:30 a. m. In the meantime the market had declined two cents per bushel. Who is responsible for the loss?

Yours truly, G. L. KERN.
Dwight, Ill.

SUPERINTENDENTS AT KANSAS CITY.

Editor American Elevator and Grain Trade:—Please find enclosed \$1, for which send me the "American Elevator and Grain Trade," starting with the June issue. I find I can't get along without it.

The builders say they will have the working house to the new Santa Fe Elevator here finished by July 17. It is hard to say just when the tanks will be ready. Wm. H. Phillips will be superintendent and myself assistant. Mr. Phillips has been at the old elevator fourteen years. I have been there four years.

Yours truly, F. A. WILSON.
Argentine, Kan.

CROPS DOING WELL IN IOWA.

Editor American Elevator and Grain Trade:—Enclosed find \$1, for which send to my address your "American Elevator and Grain Trade" for one year and oblige.

We have excellent weather for growing crops, corn is doing well, some have theirs laid by, while others are making good headway. Oats are doing very well; those of the early variety are almost ready to harvest. They have headed out rather short, though I think the yield will be fairly good and the quality excellent.

Yours respectfully,

MARTIN, H. TROUP,
Mgr. Atlas Grain Company.

Jefferson, Iowa.

NOTICE FROM GRAIN DEALERS' NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—We enclose herewith a letter addressed to regular members of the Grain Dealers' National Association. By vote of the directors the by-laws have been changed to make dues from regular and associate members payable annually in advance, in order to reduce the cost of collection, as well as for other reasons. The letter is as follows:

To Members of the Grain Dealers' National Association:—Please find herewith enclosed statement for dues to our association up to July 1, 1903, and we kindly request that you give the remittance your prompt attention.

At the annual meeting held at Niagara Falls, June 2 and 3, 1903, it was decided to continue the Association under the affiliated membership plan and a special effort be made to put the Association in the front rank of national associations.

Mr. George A. Stibbens, the former secretary-treasurer, was not a candidate for re-election, and therefore the office of secretary-treasurer is being temporarily filled by the chairman of the executive committee. It is the hope and desire of your executive committee to secure the services of an active, energetic secretary, who, with the help of your members and officers, will be able to put the Association on a good, strong business basis.

It is the aim of your officers to benefit every member, whether affiliated or direct, and it is their earnest wish that any complaints or any suggestions you may have or desire to make will be freely and frankly sent to the office of the secretary,

where they will have prompt and careful attention. We also hope that each and every member will give the officers loyal support and try to secure new members for the Association; for with increased numbers the Association can then do effective work and give increased benefits to each and every member.

We also desire to advise you that the office was moved to Rooms 220-221 Gardner Building, Toledo, Ohio, for the reason that it could be managed more economically there and the secretary be under the direct supervision of the executive committee and especially of its chairman.

Hoping that you will let the Association hear from you often with matters that will interest and benefit the grain trade, and which can be fostered by the Association, I am,

Yours truly,

H. L. GOEMANN, Ch. Executive Committee.
Toledo, July 1.

ABOUT CLEANING GRAIN.

Editor American Elevator and Grain Trade:—Referring to the amount of dirt and other matter in the different grades of grain:

We meet a large number of people who feed grain. They mostly demand absolutely clean grain, which necessitates our cleaning all grain which we buy in the West; oats, particularly, cause the most trouble.

We think the proper place to clean grain is at the point where it originates, thereby leaving the dirt where it belongs instead of transporting it to all parts of the country and paying grain rates on thousands of tons annually. The increased tonnage is the only benefit and that goes to the railroads.

Why not raise the standard of grades No. 2 and No. 3 so as to require their being entirely free from dirt? This would leave those who will deal in dirt the opportunity to do so with the lower grades. We have from time to time noted in your paper accounts of cleaning houses and sales of cleaning machinery, but when we examine the cars of grain as they come in, we wonder what they use the cleaning houses for, or what could have been the condition of the grain before it went to the cleaning house. At this time we are unloading one of these cars of No. 3 white oats, containing dirt and seeds not wanted in oats.

We are, yours truly,

Bay City, Mich. BROMFIELD & COLVIN.

HAY TRADE ASSOCIATION SUGGESTIONS.

Editor American Elevator and Grain Trade:—As your name is in the report of St. Louis convention as members of National Hay Association, I will try to answer your inquiry, "Are there any evils in the trade that you think should be remedied?"

Well, I think perhaps it is possible for N. H. A. to be too anxious to register new members without a more previous knowledge of their standing. I claim if the N. H. A. is to be a success all around, the members should be culled out more, and only bona fide, upright persons accepted as new members. Only to-day I received a message from Secretary Goodrich warning us in regard to some members of N. H. A. who reside in Ohio. For one, I would not have such an advertisement against me go abroad, not for \$200.

You ask about "evils." I think the commission men, as receivers of hay, do not appreciate the trust and respect the shippers put in their hands. If I consign to a dealer ten cars of corn or hay, to a great extent he has the stuff all in his own hands, and can play shark just as he pleases, unless he violates the statutes.

Now, I have been made to believe the N. H. A. was all right, and I sent in my fee for membership. If it can be what it is construed to be, a protection to brother members, it can be easy worth the \$5, and much more. I think quality is of as much importance as quantity, or rather a large number of members who must be constantly suspended for dishonorable dealings.

Perhaps a word about myself will be endured by you. I have been a shipper for less than two years, hence have not had many years' experience. I find much difference in the fellow-members

to whom I ship hay. It seems to me the N. H. A. can be made a success for its members if unworthy applicants are kept out.

You will see by the trend of my letter that I am bent on honest dealings. It is so. If I can't do business and do it "on the square" and honestly I don't want to do it at all. I am sorry to learn that there are so many sharks in business, but if the Bible can be depended upon, their prosperity will not do them much good. Perhaps a dollar will buy a man's dinner just the same if he steals it as if he gets it in an honorable way, but I much prefer the latter.

We are in a good hay section. A large amount of hay is shipped annually from this county (Jefferson).

Yours very truly,

C. E. EMERSON.

Limerick, N. Y.

ABOUT RUST IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—The widespread fear that rust would attack our wheat fields this year, and the general belief that the weather has been unusually favorable to the spread of rust, have encouraged reports of rust from every part of Minnesota and the two Dakotas and wheat plants showing dead and discolored leaves are being submitted to us every day.

To satisfy ourselves and our correspondents as to the true condition, we have had an extended examination made of the wheat fields through the district that suffered last season. The investigation was made by an agriculturist and scientist of note—a specialist in this particular branch, and his report can be relied on as correct.

There is red rust (sometimes known as leaf rust) present in the fields of some districts, and this red rust is plentifully found on the leaves of barberry and other bushes, which usually harbor it through the winter; but there is no black rust, or stem rust, to be found. There are dark spots

on the lower leaves of many plants and these have been mistaken for rust. They are, in fact, the result of what is known as "shot-hole fungus."

The growth of the wheat plant everywhere is very strong and the dead leaves at the bottom of the plant, which are looked on with such suspicion, are really due in many cases to an excess of moisture and in other instances are only a physiological period in the growth of the plant, the lower leaves having been deprived of sunlight and air.

Points in the Red River Valley are showing the effect of too much rain, but on the high lands of Central Dakota the fields look unusually well, and, taken as a whole, the crop is in splendid growing condition.

The agriculturists of the Minnesota station and also Professor Bolley of the North Dakota station believe that the cool, wet weather which we have had recently in such abundance is the most favorable to the growth of rust, but that if we should have warm, dry weather from now on we are not likely to have rust damage.

At the time of our last report there was very little difference to be noted between the plants from light and heavy seed. The plant from light seed has had remarkably favorable weather and is still doing well. The only perceptible difference at this time is due to the fact that the plant from heavy seed has stooled better.

All fields look thrifty, but the growth is estimated to be ten days late.

A STILL LATER VIEW.

This letter is based on reports made by thoroughly capable men who have traveled over Minnesota and the Dakotas for us. Mr. L. D. Marshall, who makes one of the reports, went over exactly the same territory and visited the same fields which he saw the last days of May. We wrote you with reference to this on the first day of June. His first trip was made to investigate the value of the lightweight seed used this spring and this second

examination of the fields bears out the opinion he expressed at that time, that the lightweight seed had produced a good plant.

In portions of Southern Minnesota all crops have been damaged by heavy rainfall, many fields becoming rank, losing color and lodging. In parts of South Dakota there has been so much heavy rain that the soil is packed and this is interfering with the growth of the plant. On lighter soil in South Dakota all crops are looking fine. The plant is strong and good color. Along the Red River in North Dakota there are many spots where the crop is suffering from too much water, but we believe, from the reports made to us, that in the three states the spots now drowned out amount to less in the aggregate than spots which are burned out in the average year. Northeastern South Dakota and all of the grain lands of North Dakota, except a small strip near the Red River, promise a splendid crop.

Our telegrams this morning say that prospects continue very favorable throughout Manitoba and the territories.

The small grain crops are now heading out over the entire Northwest. There is no more red rust than usual and there has been no black rust seen. Corn is weedy and backward. Oats and flax look well and barley looks exceedingly well.

We would be satisfied with the crop conditions in Minnesota and the two Dakotas to-day if we could be assured of dry weather from now until maturity, and with good conditions we believe we will harvest a spring wheat crop of average quantity and quality.

Respectfully yours,

THE VAN DUSEN-HARRINGTON CO.

Minneapolis, June 22.

WHAT THE NATIONAL HAY ASSOCIATION HAS DONE.

Editor American Elevator and Grain Trade:—Replying to your inquiry, what has been accomplished by the National Hay Association since its last annual meeting, permit me to state that in my judgment it has:

1. Increased in membership steadily, gradually and with benefit to itself, its members, both new and old, and to members of kindred organizations.
2. "Stood pat" on the subject of the power in someone to revise and correct railway rates, which upon investigation and hearing have been shown to be unreasonable or discriminative. In this it is alongside of the President and took occasion through a good-sized committee to tell him so in January.
3. Secured the acceptance of its grades by markets which heretofore were not in a position to take their nomenclature.
4. Received a temporary setback in the matter of the classification of hay in car lots in "official classification territory," but may be depended upon to continue the fight until justice in this matter shall prevail.
5. Assisted in no small way in the so-called bill of lading fight; was among the first of the associations, by its means and advice, to protest against the use of the document, to bring a case before the Interstate Commerce Commission, and, when there was apparently an opportunity for the construction of a fair document, met its adversaries on the platform of an "equal chance for every man."
6. Worked in harmony with other organizations for the good of business men in general and the hay trade in particular.
7. Broadened out by association with other organizations and occupations, in appointing committees to attend their meetings and participate in their sessions.
8. Conducted prosecutions against unprincipled dealers who have used the official emblem of the Association, though not members, and thereby imposed upon members and non-members.
9. Continued to stand for correct business principles in all lines.
10. Compelled members to arbitrate with mem-

OFFICERS OF THE TEXAS ASSOCIATION.



TOP ROW—C. F. GRIBBLE, C. P. SHEARN, W. W. ANDERWS, W. O. BRACKETT. BOTTOM ROW—EUGENE EARLY, VICE-PRESIDENT; J. F. KEEL, PRESIDENT; H. B. DORSEY, SECRETARY AND TREASURER; L. G. BALEW, VICE-PRESIDENT.—Photograph by courtesy of the "Fort Worth Record."

bers, and if they refused, applied appropriate punishment.

11. Advertised itself and its members throughout the country more than ever before, and to-day stands without parallel in the history of organizations.

12. Stood by a sister organization in its hour of need and was rewarded by seeing it pull through.

13. And, for a "haker's dozenth" item, it can be confidently expected to proceed in the future along the same conservative yet aggressive lines which have heretofore marked its progress.

Very truly yours,

JOHN B. DAISH,
General Counsel, N. H. A.

Washington, D. C.

[For the "American Elevator and Grain Trade."]

PRACTICAL SUGGESTIONS ON HANDLING NEW WHEAT.

BY E. J. SMILEY.

At this season of the year every grain dealer should use extreme caution in the purchase of wheat, and see that no damp or tough wheat is loaded into cars for shipment. A great many farmers, in their desire to obtain the highest price, commence thrashing as soon as the wheat is cut and before it has had fully time to ripen in the straw, and the result is that the wheat is tough and liable to heat if allowed to remain any length of time in a garner or is placed in a car and shipped.

Shippers in the West have sustained heavy losses in the past two seasons on this account and because of the negligence of the transportation companies to move the grain promptly after issuing bill of lading. If forced to receive from the farmer damp or tough wheat, the dealer had better hold it until he has given the grain time to dry by handling it through his house. Shippers should take into consideration that any great quantity of grain reaching a market out of condition will have a tendency to depress the market; the millers will not buy wheat out of condition, and all grain of this kind is sold to the elevators at their own price.

The question is often asked, Does it pay best to sell grain on track or consign? This is a hard question to answer, as it depends entirely on the course of the market and the demand for grain. If a person has a choice grade of grain, it quite often pays to consign, as the grain is then sold on its merits and brings its full value, where if sold on track the purchaser gets the benefit of any premium it may bring over ordinary grades. The man who makes a practice of selling on track will tell you that he prefers a sure thing to taking chances, and when he sells he knows just what profit he has in his purchase; while if he consigned, should the shipment be delayed in transit and the market decline, he would be the loser.

Taking into consideration present prices of cash grain, as compared with the July option, it certainly would be the proper thing to consign, as all bids are based on the July or September option for July shipment.

APPEAL BOARDS NAMED.

The Minnesota Railroad and Warehouse Commission has appointed the boards of final review for the inspection of hay and straw for one year from July 1.

The Minneapolis Board—John Sternber, H. G. Atwood, J. M. McGregor, J. C. Miller, G. Z. King, J. K. Elliott.

St. Paul Board—J. Donnelly, Peter Tierney, Charles Rank, S. W. Brown, W. J. Jameson and George S. Loftus.

Duluth Board—J. S. Rich, E. D. Baker, A. H. Davis, Edward N. Nelson, C. S. Proffer and George Jewell.

Owing to complaints of "bad smell" some of the brewery grain driers in Milwaukee have been ordered to stop.

OHIO GRAIN DEALERS' ASSOCIATION.

Following its custom of many years past, the Ohio Grain Dealers' Association held its twenty-sixth annual meeting at Put-in-Bay (on July 6 and 7). The attendance was not perhaps up to expectations, but although there must have been at least a hundred grain dealers on the island during the days of the convention, there were so many outside attractions that it was somewhat difficult to get more than one-half the number in the convention hall at any one time.

President Tingley of Columbus opened the convention by announcing that the telephone company operating in Ohio, patronized by most of the dealers, had granted the free use of the telephone long distance connections from the hotel between the hours of 6 and 9 a. m. and 4 and 7 p. m. The courtesy was much appreciated, and after expressing



T. B. MARSHALL, SIDNEY.
President Ohio Grain Dealers' Association.

that fact the president proceeded with his annual address, which was in part as follows:

Father Time has again brought us to another annual meeting of this Association, the twenty-sixth in its history.

While the year just closing has been a fairly successful and prosperous one for us as individuals, and also as an Association, yet there have been a few sections of the state where matters have not been as harmonious and prosperous as we could wish them to have been. However questionable and arbitrary methods that may have been resorted to by some of our local affiliated bodies (thereby causing local disturbances), these do not at all disprove their usefulness, nor the usefulness of the state Association at large. As a whole I have very little patience with that man who folds his hands and says he cannot see what good this, that or the other association does him. He is certainly taking a very narrow view of the business horizon. It is short-sighted policy, to say the least, for any grain man to feel that because he cannot see the shekels rolling into his pockets every hour in the day, from association work, to condemn all organized methods for the betterment of the business as a whole. He is like the farmer who stands at his own door yard in the summer time, and thinks that the crops of the world are going to the "how-wows" because what crops he can see from this door yard, with the naked eye, do not look as well as they might. If we kept pace with the times, we surely would have outgrown this narrow view of association work, and have learned to look at it in the broad light of what it has accomplished all over the business world. We must awake out of our Rip Van Winkle sleep, shake ourselves and learn that the world "do move."

The Ohio Grain Dealers' Association has taken a potent and prominent part in all recent movements and legislation, both state and national, that have had for their object the better protection of the shippers, in all branches of business. The lack of time forbids my going into these affairs in detail. Suffice it to say that the mere allusion to what has been done for the shipping world, in the matters of the uniform bill of lading, the relief from unjust discrimination in demurrage and rebilling privileges, the righting of wrongs against the shippers at sundry terminal markets, and the strides the national government has taken to enlarge the power of the Interstate Commerce Commission in order to protect the small shipper against mammoth combinations of men

and money, are a few of the many matters that have been brought about, either wholly or in part by association work. In the face of these undisputed facts is it possible there can be a doubting Thomas in this convention?

During the past year, too, arbitration has been successfully resorted to by members of this Association, greatly to their own benefit and self-respect.

Again, your officers have carried out your instructions to the best of their ability, for instance, by inviting the co-operation of the Ohio Experimental Station with us as a body, also by formulating a plan for procuring the very best and most reliable crop statistics possible, and for a "claim bureau," for the protection of its members against loss in the matter of claims.

So much for the past. For the future, as I am neither a prophet, nor the son of a prophet, I cannot tell exactly what is coming, but this I do know; that we are not like Alexander of old, who wept because there were no more worlds for him to conquer, for I can safely predict that association work is still in its infancy, and that we are just now learning the alphabet of the good things in store for us, from combined intelligence, earnest and harmonious co-operation.

There are several things, it strikes me, that we as a body should attend to at once, for our mutual benefit: First, we should instruct our legislative committee to endeavor to have our state laws, governing the employment of licensed engineers, so amended that any competent, sober engineer be permitted to hold a state certificate, and thus be allowed to handle any boiler that may be found in an ordinary country elevator, thereby saving the grain man endless trouble from disgruntled neighbors or walking delegates.

I believe, too, that there should be a uniform method of scale inspection devised, that will enable each member of this Association to have his scales tested at least twice a year, by some competent man.

I also suggest that we petition the owners of public elevators at terminal markets, especially those to which we ship corn, to install the very latest modern grain drying machinery into their plants, because we know from past experience that the Ohio shippers would have been saved thousands of dollars on new corn, had these terminal elevators been equipped with drying machinery as suggested above.

Again, I would suggest that we patronize, as far as we possibly can, to the full limit of their ability to write insurance, our own state and national fire associations.

I also believe we will have fallen very far short of our duty, if we fail to endorse, in no uncertain sound, what our noble President, Theodore Roosevelt, is doing, to see that each and every shipper has a "fair show" in this free country.

I will not attempt to go further into details, because our worthy secretary, J. W. McCord, is loaded with facts and figures galore to satisfy the tastes of the most fastidious, and I shall leave that work to him.

Secretary McCord preceded his annual report by the statement that he had the minutes on his table of the first annual meeting of this Association, held at Star Island just twenty-five years ago. It subsequently appeared that E. W. Seeds of Columbus, who was the first secretary of the Association, was probably the only man present who took part in that first meeting.

The reading of the minutes having been dispensed with, the secretary made an oral report substantially as follows:

The membership at large of the Association is sixty. There are also the following affiliated members: The Miami Valley and Western Ohio Association, 99; Northwestern Ohio Millers' and Grain Dealers' Association, 28; Middle Ohio Association, 75; Western Ohio Grain Dealers' Association, 7; Northwestern Ohio Grain Dealers' Association, 7; total, 276, as against 410 at the annual meeting of two years ago. It might be added that the Northwestern Ohio Grain Dealers' Association is dormant, but a number of members are paying their annual dues in order to keep that Association in form to be reorganized, which it is hoped will be done very soon.

As treasurer the secretary reported total receipts for the year, \$1,027.31; expenditures, \$943.93, leaving a balance on hand of \$83.38. There is still about \$100 in dues to come in, making the financial condition of the Association very satisfactory—rather more so than usual.

During the year there have been two cases before the arbitration committee. Both have been disposed of satisfactorily to all parties concerned. During the year, also, Secretary McCord reported a great deal of work had been done, especially in connection with the Ohio Shippers' Association. The uniform bill of lading matter has been taken up and satisfactorily disposed of. The matter of rate legislation in Ohio and in the nation has also been under consideration. Later on the matter of safeguarding order bills of lading was before the Association,

or board of managers, and the expectation is that that question, too, will be satisfactorily disposed of when the committee on the uniform bill of lading meets again in October to formulate a new bill.

The uniform bill of lading as proposed to be put into operation last January has, as all know, been recalled and is dead. A new one will be formulated by the committee in October, who held their first meeting at Niagara Falls in June; and "I happen to know," said Mr. McCord, "that they have practically agreed on a bill which will be fair alike both to shippers and to carriers."

As to rate legislation, the committee took part in the agitation for reform at Washington, and, as we know, the Esch-Townsend bill was passed by the lower House of Congress, but held up in the Senate. The evidence taken before the Elkins committee was all one-sided, and since that committee adjourned the railroads have established a literary bureau, the purpose of which is to send out colored information on the matter of national control of railroad rates. This information is being circulated also by certain large shippers, who are taking part in the effort to misrepresent the motive of the reformers. But the President has taken a hand in the fight for a square deal, and while the legislation ultimately obtained may be a compromise, nevertheless the agitation will be kept up until the Esch-Townsend bill, or its equivalent, shall be placed upon the statute books.

Reports were then called for from members of affiliated associations. For the Miami Valley-Western Ohio Association, Mr. T. B. Marshall of Sidney reported a recent meeting at Dayton attended by representatives of at least 100 firms, and the feeling was that the organization must be continued. This was not so much expressed as it was felt by all present. President Tingley added to Mr. Marshall's statement that the unanimity of this feeling to stay and fight it out was very marked at this Dayton meeting; and as evidence along that line he read the following circular, written by Mr. McMorran, now president of the association, which was sent out previous to the Dayton meeting. This is a characteristic argument and presents a novel as well as a very strong plea for trade organization and good fellowship among the members:

Make up your mind to go to Dayton on next Thursday, June 22, and meet your competitor at the Phillips House. If he is not treating you fair, talk it over with him and get together. If you don't, you never will get along. You can't—he will not, and the final result will be that the sheriff can and will. The past three years need no argument; you all know the results. To the fellow who has not had the experience, would say to him, stay close to your Association or you will get lost. Twenty years' experience without association taught the writer that there were lots of men in the grain business who said: "I can buy grain on a half cent and a cent and get along." They did. I saw one of those fellows the other day getting along. He was hauling cobs with a blind horse, delivering them over the city at 25 cents per load, paying 15 cents for the cobs to a man who belongs to The Miami Valley & Western Ohio. He once had a big farm, a great elevator and a big bank account, but he bought grain on a very close margin, gave his money to his farmer friends, and continued on the business until he has his business in such good condition that all the capital he requires is a blind horse, a spring wagon and 15 cents in money. I think he was happy, but a life of 70 years and a fortune had been spent fighting the other fellow.

Here is a picture in reality. Does it pay? If so, go and buy the outfit and commence right away. If it doesn't, put on your linen clothes and come to Dayton next Thursday. Get in line, be sweet, live and let live. Do business on business principles. Keep your property valuation at 150 per cent. Increase your business by your own personalities. Save your money, you are growing old—don't leave your family fatherless and penniless; it's an awful poor record for a husband and father.

Come and talk it over. If you don't get it just your way, try and get it so it suits you pretty well. Let's all be there.

Very truly yours,

THE McMORRAN BROS. CO.

For the Northwestern Ohio Millers' and Grain Dealers' Association, H. W. Robinson, Green Springs, reported. He said he could not say anything better than that the association is still in operation and that they mean to keep it so. Meetings are held once a month and attendance is almost invariably good, the work being very satisfactorily carried on, more so than ever before. It was hoped a year ago to merge with the Toledo

Association, but that has not been done so far. Some of the territory is still unorganized, but we are in good condition.

President Tingley suggested that among certain people there seems to be a difference of opinion as to the value of local organizations, and as a matter of curiosity he would ask all that think they would like to go back to the days of no associations to stand up, but nobody stood up; and everybody in the house cried, "No! No!"

For the Western Ohio Grain Dealers' Association J. B. Miller, Richwood, reported. They had a few members; in fact, the territory is very large and ought to have at least a hundred members, but at the present not much is being done. The association is not dormant, however, and we expect to be very much alive in the near future. We are suffering from a certain kicker in Toledo, who is doing all he can to keep the association territory in a disorganized and unsettled condition. If he could be subdued in some way I think we could get along and have a very strong association. As it is, our people are waiting to see what is going to happen next from that quarter. However, we hope something can be done.

President Tingley suggested that Mr. Fred Mayer take the said kicker in hand. Secretary McCord suggested that perhaps Mr. Southworth might be a good man.

Mr. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Co., then read a paper on "The Construction and Care of Elevator Property with a View to the Prevention of Fires." This paper was a most excellent one, but being quite lengthy we have decided to withhold it for publication in our next issue. It was very highly commended, and in the opinion of gentlemen interested in mutual fire insurance, worthy of publication in circular form.

Secretary McCord, who is also secretary of the Ohio Grain Dealers' Mutual Fire Insurance Co., spoke of the remarkable success of that company, in which he thought every man present held a policy. The total amount carried by the company is now in excess of \$700,000. At the average rates of old companies the cost of this insurance would be about \$12,000. It has been carried for less than \$4,000, saving the policyholders about \$8,000 for the last six months. But this is not all; by the system of property inspection losses in Ohio have been reduced by at least two in six months. Before mutual insurance was obtainable in Ohio, there averaged about 19 elevator fires annually; now the loss is only between 11 and 14, which number will eventually be still further reduced. The company carries a policy on every elevator risk in Ohio with the possible exception of 20, which the Ohio company will get later on. Last year the net cost of a policyholder was about 35 per cent of stock company rates. During the last six months this has been reduced to about 33 1-3 per cent.

On motion adjourned to 2 o'clock p. m.

THE AFTERNOON SESSION.

On the opening of the afternoon session the chairman announced the following committees: On resolutions, Messrs. C. B. Jenkins, T. B. Marshall and D. W. McMillan. On nomination, Messrs. H. S. Grimes, A. E. Grubbs and H. Heffner.

Letters were read from John D. Daish of Washington, Henry W. Kress of Cincinnati and Charles England of Baltimore, expressing their regret at not being able to be present.

Professor Selby of the Ohio Experiment Station then delivered an interesting lecture on the cultivation of corn and wheat, after which the thanks of the Association were expressed by President Tingley, who suggested that the bulletins of the station might be had regularly by all those who made application to the station therefor. He said that many dealers in Western Ohio have been giving their farmers a paper that published Professor Holden's lectures delivered last winter on corn culture.

Secretary McCord said that he thought it a good idea for the dealers to keep in touch with the

station and recommend the work it is doing to the farmers.

Mr. Jenkins suggested that the farmers' institute work should interest grain dealers much more than it seems to and that they should urge the farmers to be present and take part in the work done by these bodies. "I find," he said, "some farmers who sneer at the institutes and those who attend them. The dealers should try to stop this and get the farmers to go and see just what the institutes are doing and read their literature."

Mr. Seeds of Cincinnati, called on to report for the legislative committee, said there really was no report from that committee, as there had been no meeting of the Legislature since its appointment, and that there had been nothing to do.

Mr. Seeds reported also upon the subject of a claims bureau, as follows:

The claim bureau of the Ohio Grain Dealers' Association shall be managed and conducted by a committee of three members of the Association, appointed annually by the governing board for that purpose.

Expense.—The expense of the bureau shall be paid as follows: One-third thereof from the funds of the Association and two-thirds from a percentage to be assessed on all claims presented to the bureau.

Percentage.—There shall be assessed on each claim presented to the bureau 10 per cent of its face value, which shall be applied to the payment of the expenses of the bureau. This amount shall be deducted from the funds received in settlement of the claim when adjusted. If such claim proves non-collectable for any reason, then one-half the above percentage shall be paid by the party presenting the claim, on demand of the management of the bureau. Claims amounting to \$200 or over may be accepted on a basis of an assessment of 5 per cent with a minimum of \$20. The amount of the above percentage may be changed at any time, as it is expected to make it cover only its proportion of the necessary expense of making the collections.

Secretary.—The management shall appoint a secretary, and fix his salary or compensation, whose duty it shall be to perform the active work of the adjustment of claims; keep complete records of all transactions and complete files of all correspondence and claim papers, and perform such other duties as may from time to time be required by the management.

Original Papers.—The secretary shall retain in his files all original papers of value connected with any claim and surrender them to the claimee only on settlement of claim, attaching duplicates to claim when he presents it and advising that he holds originals for surrender on adjustment.

Presentation of Claims.—The secretary shall see that all claims presented by him have necessary papers attached in proper shape to warrant probable justice of the claim and he shall then prosecute it vigorously to the end, not only that proper claims shall be settled, but that settlements shall be made promptly, as other business settlements are.

Forms.—The management shall prepare the necessary forms for the proper presentation of claims and furnish them to members on application.

Claims.—1. All claims for damage must have attached original paid freight bill, copy of invoice, affidavit showing condition and quality of grain at point of shipment and also at destination, also certificates of weight at both points, and original or duplicate bill of lading.

2. Claims for shortage must have attached original paid freight bill, original or duplicate bill of lading, and certificate of weight at point of shipment and destination, and copy of invoice.

3. Claims for overcharge in freight must have attached original paid freight bill, original or duplicate bill of lading, and if overcharge is caused by weights being raised by railroad companies, there must be also a certificate of weight at destination. However, in case grain was not weighed at destination, then a copy of the invoice and statement to that effect may be substituted.

4. All claims should be accompanied by any correspondence or other papers that will serve to strengthen them or make them clearer.

Claimants.—Any member may present for adjustment any fair claim, whether arising from transportation of his shipments or from transactions with other members or non-members.

On motion of Mr. Jenkins the report was adopted.

Mr. Jenkins reported also from the Middle Ohio Association. He said, "We are still alive down there. Just prior to the last meeting I circulated the McMorran circular (printed above) and by means of it succeeded in getting out a very good attendance. I will say that the association is in good condition, and while it might be better, it is going to be better before long and certainly before the next crop begins to move I think all trouble will have been smoothed over and we will make some money."

Mr. Grubbs of the Miami Valley Association said: "We are going on smoothly and think we are going to be all right. Crops of wheat and oats are good and a big crop will help to steady things. About one-fourth of the members paid up their dues within five or six days after receiving notice

thereof, and considering that our dues are \$10 a year in advance we consider this as doing pretty well."

Chief Inspector Culver of Toledo explained the changes made in the new wheat grades in that market. These grades are published in another column.

On motion, adjourned to 10 o'clock Friday morning.

SECOND DAY—FRIDAY, JULY 7, 10 A. M.

The meeting on Friday morning was better attended than either of the preceding sessions and proved to be also more interesting.

The business was opened by a report by Mr. Jenkins from the committee on resolutions, as follows:

IN MEMORIAM.

Whereas, It first becomes our painful duty to record the transfer from our membership by the hand of the Infinite our brothers, John Nowland Wooliscroft of Cincinnati, Ohio, and E. T. O'Hara of Lockbourne, and while we are deprived of their presence in the flesh we are the legatees of an honorable and upright career left by them, which soothes the bitterness of the pangs left by the sting of death.

Resolved, That we commend their honorable career and that this memorial be made a part of the records of this Association and copies be sent to the families of the deceased members.

COMMENDATION OF PRESIDENT ROOSEVELT.

Recognizing the necessity of promoting a friendly spirit on the broad lines of "live and let live," we felicitate and commend the members of this Association on the sowing of good seed in this organization for this purpose, and that it not only has been but is now bearing good fruit in the friendly co-operation of its members, and that this organization has always been alive and in the forefront of any movements to better not only our own shipping interests, but the trade in general. Therefore, be it

Resolved, That we most earnestly commend the efforts of his Excellency, President Roosevelt, toward securing such legislation as will take away the burdens under which the shipping interests are now laboring and compel the discontinuance of preferential rates, rebates and special privileges, and that we most earnestly urge the passage of the Esch-Townsend Bill or any similar measure giving power to the Interstate Commerce Committee to take such action as the exigency of cases demand.

THANKS TO SPEAKERS.

Resolved, That we most sincerely and earnestly tender our thanks to Mr. C. A. McCotter and to Professor Selby for their splendid addresses on the vital subjects of insurance and the increased production of grain respectively.

ON CLAIM BUREAU.

Resolved, That we find that the establishment of a claim bureau along the lines mapped out by the committee presenting the rules to govern same would be of great value to our membership, and we recommend that it be established, but that its benefits extend only to our membership.

OHIO SHIPPERS' ASSOCIATION.

Resolved, That we appreciate the good work of the Ohio Shippers' Association in their earnest efforts to benefit all lines of the shipping public, and that we urge our membership to complete the authorized affiliation and give loyal support to same.

THANKS TO OFFICERS, ETC.

Resolved, That we commend the untiring efforts of our president, C. H. Tingley, and Secretary J. W. McCord to maintain at the highest standard the merits of the Ohio Grain Dealers' Association during the year just passed, and that we tender them our sincere thanks for their zeal in the work. And be it further

Resolved, That we tender to our genial host, Mr. T. W. McCreary, our appreciation of his efforts to make our stay at Hotel Victory a most delightful one.

ON BIDDING FOR GRAIN.

In the interests of that great principle of "fair play" we heartily recommend the re-adoption of the following as a part of the resolution record of this convention:

Whereas, In sales of grain as a particular grade "or better," the shipper is at a material disadvantage, in that he must stand a discount when his shipments grade lower and gets no premium to offset this when the grain grades higher, therefore,

Resolved, First, That we consider this jug-handle method very unfair and unbusinesslike, and, second, That we will insist that all contracts for shipments to graded markets be made for a specific grade with provision for the acceptance of higher or lower grades on contract at the current difference at time of arrival, and further that we will favor with our business the firms making offers on such straight grade in preference to those using the "jug handle" proposition.

On motion of Mr. Grimes the report of the committee was adopted without debate.

Mr. Jenkins, however, said: "There is one thing about these resolutions that we overlooked; that is, that while they become a part of the record they are not often properly put into practice, and if you want to get the benefits of what the reso-

lutions suggest they must be put into practice. For example: Some of the work done by the Association is attributable to the action of the Ohio Shippers' Association, a body that ought to be commended and supported by each one of us. It costs dealers \$2 a year and there is none but can afford to foster and support it. It has done a great deal of good. Among other things it has lengthened the free time for unloading lumber from box cars from 48 to 72 hours. It has also made possible a proper bill of lading which is going to take the place of the worthless document we now have. Furthermore, it is the only association, or organized body, that is fully recognized by the Ohio railroads. We want now a square basis on transportation rates, and if we get it it will be because of the Ohio Shippers' Association. Many of us pay \$10; some only \$5, but it is not necessary to do either, for you can get all the benefits by paying \$2."

Mr. Goemann of Toledo, while not opposing the resolutions, said he thought the one referring to

Mr. Goemann suggested that if the receivers were compelled to bid on specific grades it would be necessary to get uniform rules both East and West. He said, "As it is, we pay No. 2 price for No. 3 stuff and take our chances for its being useful to us. We have got to bid to fit the grades of the market we ship to, and we have to mix to suit these markets."

Mr. Seeds said he did not think that uniform grading rules cut very much figure in the case. For his own part, he bid for wheat one price to go to Baltimore and a higher price for the same stuff to go to New York. He did the same thing on hay. He did not think the time will ever come when grades will be everywhere uniform on account of the differences in the production. He says, "What I am after is to get the benefit of the best price for the best grain."

Mr. Southworth of Toledo agreed substantially with Mr. Goemann and stated that the Chief Inspectors' Association is trying to bring about uniformity of grades, and he felt that such uniformity



GROUP OF GRAIN AND COAL DEALERS AND GUESTS AT HOTEL VICTORY, PUT-IN-BAY.

bidding for oats a little unjust to the Western receivers. "We bid," he said, "for No. 3 or better at practically the same price for No. 2. We receivers have no organization and so we gamble on our profits. Now, oats grade better in the East than with us and when you accept bids for No. 3 or better you are practically getting an Eastern bid. Receivers do not get the benefit of this, but you do."

Mr. Seeds, who was the author of the resolution, said that he did think that the bids were juggled, although Mr. Goemann is right in his position. Some bidders may get a No. 2 price for No. 3 stuff, and he gave an example of two shippers who, while shipping the same kind of goods, got No. 2 and No. 3 prices for the same stuff. But, he said, not many shippers are able to grade up for the market and get the best price for grain in the best condition. This is my objection to bids for No. 3 or better. I think that receivers should bid on a specific grade and give the shipper the premium on the higher class goods. The effect of bidding for No. 3 or better is bad on the neighborhood, as it lowers the general grading of the grain. [At editor's request Mr. Seeds subsequently reduced his remarks to writing, and we take pleasure in printing them as a separate article on another page.]

would greatly benefit all and result in better prices generally. In such case there would not be simply one market to ship to, but the uniform grading would give many markets.

Inspector Culver of Toledo explained the work done by the chief inspectors in the direction of bringing about uniformity of grading of contract grain in all markets, and said the members in the East had been steadily working toward uniformity. Out in the West here the inspection departments being in the hands of the politicians, their rules are made to fit local conditions. Local conditions have to be met, of course, but the general trade should have the benefits of uniform rules. Speaking of the difficulties encountered by inspectors, he said he has found in his experience that the shipper of the poor stuff is the man who always finds the most fault with the inspector, who seldom has complaints from those who ship the best grain.

The discussion continued at some length, during the course of which the system of track bidding for "3 or better" was pretty well covered.

E. Thierwechter of Oak Harbor struck a clear note by saying he cleans all the grain he ships and it always grades. He, of course, favored bids for a specific grade to give the careful man the benefit of his work and care.

H. S. Grimes said buyers would bid for No. 2

if there was any call for that kind of bids and pay a premium.

E. L. Southworth said there must be a standard grade to bid for and No. 3 now seems to be such a standard.

Inspector Shanahan said bidders have the right to bid for what they can use; the shipper can accept or reject at his option. The man who cleans and conditions his grain can get the benefit.

T. B. Marshall referred to the habits of the terminal mixers who get the real profits of the trade by their manipulation of grain.

Mr. Goemann defended his position by reminding shippers that New England does not buy natural oats and so shippers that way must bid for what they can sell. Baltimore takes the natural article, so you can accept or reject bids at your option, but dealers can bid only for what they can use.

President Tingley finally closed the debate with the gavel.

He then introduced a proposition to amend the Ohio law relating to the licensing of stationary engineers, but after some debate the subject was laid on the table.

On motion of Mr. Seeds a committee of three was authorized to be appointed by the governing board, who should confer with the various exchanges on the matter of oats grades, with a view to giving shippers a voice in the making of the grades.

The matter of Ohio crop statistics was presented by President Tingley. There had been much criticism of the existing system; but both President Tingley and Secretary McCord and Mr. Seeds said they had found on examination that the collectors of statistics employed by the State Board of Agriculture were men of the very highest type and thoroughly reliable.

Mr. Grimes did not agree with these gentlemen in that characterization. It did not agree with his experience of many years on the Board. He therefore moved that a committee of three be appointed by the governing board to select crop statistics collectors who should report to Secretary McCord, who was authorized to confer with the Agricultural Board on the subject as he saw fit, with a view to improving the Board's service.

Mr. Goemann of Toledo extended an invitation to the hay shippers present to attend the National Hay Association's convention at Toledo on July 18-20.

After a paper by George D. Woodman on "The Relations of Shippers and Receivers," the committee on nominations made a report recommending the election of the following officers:

President—T. B. Marshall, Sidney.

Vice-President—J. E. Murbach, Elyria.

Secretary-Treasurer—J. W. McCord.

Members of the Governing Board at Large—H. S. Grimes of Portsmouth, R. G. Calvert of Selma, Frank Diver of Middletown.

On motion by J. S. Dewey the rules were suspended and the gentlemen named declared elected.

Both Mr. Marshall and Mr. McCord were immediately inaugurated and made proper inaugural addresses.

President Tingley, on retiring, paid a sympathetic compliment to Secretary McCord—"unselfish—untiring—the man who does all—initiates everything—we can't get on without him."

Mr. Goemann, acting secretary of the National Association, when invited to talk on that subject, said the regular members are responding to the work being done to put the association again on its feet, but the affiliated associations are not so responsive, although the directors have not given up hope of interesting them again.

Mr. McCord said the association must be kept alive if only as a moral influence at Washington next winter, when the fight for railway legislation will come on again.

The contest for the prize cup for attendance was won by the Northwestern Ohio Millers' and Grain Dealers' Association, holders for a year, but Jenkins of Marion said the decision wasn't fair,

although lawful, for his association had more men present than the winners, but not an equal percentage of the total membership. He said the Middle Ohio would be after the cup in October and would take it, too.

A consolation (?) prize was then awarded the Miami Valley and Western Ohio Association, which had two members present out of 155! President Marshall carried it home and there may be something doing when he deposits it in the association's archives at its next meeting.

On motion adjourned to meet at Columbus in October next.

CONVENTION NOTES.

Geo. P. Snyder was there from Detroit.

Henry J. Boyd represented the Albert Dickinson Co. of Chicago.

Emory Kirwan, of Kirwan Bros. Grain Co., was there from Baltimore.

Buffalo was represented by Inspector J. D. Shanahan; F. G. Winter, with Henry S. Guthrie, and W. E. Lee.

Blotters bearing the card of Abel Brothers, Cleveland, Ohio, were much in evidence soon after the arrival of Fred Abel and wife at the Victory.

Corn near Kenton, Ohio, although planted late, was reported growing nicely and is in good condition. Acreage is not so large as last year.

F. H. and W. P. Tanner of Mansfield, Ohio, gave the delegates a pocket mirror, the reverse of which bore the advertisement of the Hicks-Brown Milling Co.

Pittsburg delegates were J. A. A. Geidel, of D. G. Stewart & Geidel; Philip Geidel, of Geidel & Dickson, and A. J. Lawton Jr., with H. G. Morgan & Co.; Robert Thorne, of Kiel & Thorne; W. A. Kober with R. D. Elwood & Co.

Reports from Tiffin, Kiles, Jewell and Kenton, Ohio, indicate damage to wheat of about 30 per cent, due partly to rust and weevil, but largely to heavy rains at the time when the plant was in blossom.

The machinery men present were: A. S. Garman, with the Huntley Manufacturing Company, and C. G. Smyth, with Bowlus Automatic Scale Co., of Springfield, Ohio, and B. D. Heck, with Philip Smith Co. of Sidney.

Delegates found it easy to get acquainted with each other because of the "let's get acquainted" badge presented by Fred Mayer with the compliments of J. F. Zahm & Co., Toledo. It was the souvenir hit of the occasion.

C. A. McCotter, of the Grain Dealers' National Mutual Fire Insurance Co., was present and looked well content. Chas. O. Peters of Columbus, representing the same company and also the Ohio Grain Dealers' Mutual Fire Insurance Co., was on hand.

Toledo was represented by Inspector Culver; Fred Mayer of J. F. Zahm & Co.; H. L. Goemann and J. C. Gorman Jr., of the Goemann Grain Co.; John M. Coup with W. A. Rundell & Co.; W. W. Cummings with J. J. Coon; E. L. Southworth of E. L. Southworth & Co.; Harry Cuddeback of Wickenhiser & Co.; A. Guiteau with W. H. Morehouse & Co.

REFUSED TO REDUCE GRADE.

The Minneapolis Chamber of Commerce on June 15 refused by ballot to change to contract grade of wheat from No. 1 to No. 2 Northern. The vote was cast by 407 out of 500 members, 225 voting to change and 182 against. The affirmative vote not reaching the needed two-thirds, the amendment was lost. No proxies were allowed, consequently a number of out-of-town members were present in person.

The outcome of the balloting is accounted a victory for the millers who, of course, want to have the best wheat delivered on contracts that they can get, while the elevator men favored the change, who argued that without a contract grade that would furnish a larger percentage of the crop than now grades No. 1, it has become unsafe to hedge purchases made in the country.

THE MICHIGAN FARM PRODUCTS SHIPPERS' ASSOCIATION.

Michigan Grain Dealers' Association held its second annual convention at Detroit, Mich., on July 7 and 8. Meeting was called to order by Vice-President W. Reardon of Midland. Owing to the fact it was impossible to call the meeting until some time after the time arranged for the Rev. Herbert Daly and Mayor Codd were unable to be present. Thomas G. Craig of Carson, Craig & Co., Detroit, who was slated for the response, combined his remarks with a generous welcome, which through courtesy of Mayor Codd was extended to the grain men.

Mr. Craig said it was eminently proper that the shipping interests of the state of Michigan, who handle and distribute annually millions of dollars' worth of products, should meet and discuss matters relating to their business. The amount of grain handled during the last few years has been light, but present prospects indicate a much larger crop than has been gathered for several years. As representing Mayor Codd, Mr. Craig told the grain dealers there was no limit to their welcome in Detroit and that the "lid was off."

Owing to sickness in the family of President Swift the usual annual address of the president was not prepared.

The following committees were appointed:

Auditing—W. E. Shelden, of the Stockbridge Elevator Co., Jackson; E. Bueltzingsloewen, of McLane, Swift & Co., Battle Creek; G. W. Young, Pewamo.

Nominating—F. A. Voigt, Grand Rapids; A. E. Lawrence, Mulliken; Mr. Carran, of Caghey & Carran, Detroit; H. W. Karr, of the Saginaw Milling Co., Saginaw.

Resolutions—H. L. Goemann, Frankfort; H. E. Botsford, of H. E. Botsford & Co., Detroit; A. G. Walker, Jackson.

The report of Secretary-Treasurer Ewer was read and referred to the auditing committee. The report showed the total assets of the Association to be \$1,205.60 and the total liabilities \$597.71. In explaining the various items Mr. Ewer gave it as his opinion that the item of \$419.70, representing the amount due from members for dues to July 1, 1905, should be stricken from the list, as several attempts had been made to collect the items, but with no success, and there was no way in which to force payment. The assets, aside from this item, he considered tangible.

The report of the arbitration committee was read by W. E. Shelden of Jackson as follows:

REPORT OF ARBITRATION COMMITTEE.

The arbitration committee of the Michigan Grain Dealers' Association has not, during the past year, been very busy, although this has been no fault of ours. Some of you must have had differences, but perhaps you were skeptical, or, possibly, did not know just what to do to get it before this committee. That being the case, you should have referred it to our secretary, who knows everything. There is nothing for you to do if you have a difference but get the other fellow to submit to arbitration; then get your papers together, showing the transaction from the start, with copies or original papers for everything that has been done, and the committee will do the rest.

I am firmly of the opinion that this matter of arbitration is a very essential feature of our Association and worth (in case we have a difference with a dealer) the full price of our yearly dues and more. Many times a difference will arise where one, perhaps, would feel justified to take it into court, but the expense there is too much, so we let it go by, but the idea that we have been wronged is for a long time a "thorn in our side." On the other hand, it costs only \$10 to have a difference for any amount settled by arbitration, and who would not pay that amount to know who is right, providing, of course, that the amount in dispute warranted the expenditure. I have known where a case has been submitted where the fee was fully half as much as the claim, but when it was decided one was well pleased and the other who was defeated felt better because he realized, or should realize, that he was in the wrong.

Speaking from experience, I was personally interested in a case during the past year where the amount in question was only \$40, yet I gladly gave \$10 to know who was right. I found I was wrong and have almost forgotten the incident, besides am trading to-day with the same firm, and this is better than to have forever held it up against them. In the event that the case is decided against you, do not blame the committee. They get nothing out of

it, and are obliged to put in some little time looking over a volume of correspondence, papers, etc.

During the year we have had referred to us several matters where the amounts involved would not warrant an outlay of money, and these we have tried to fix up in the best manner possible in a non-official way, and among other cases referred to us during the year was one from one of the largest grain firms in Chicago; a very large claim, amounting to nearly \$700, the loss on about five cars of corn sold to one of our Michigan members. The arbitration in this case was about the only way out of the difficulty, as it so happened that one of the members who made the trade withdrew from the firm and, of course, would not try to get it adjusted, and the matter was up to an outside man, who took the same desk and the same part of the business as the retiring member. The claim has now been decided upon and a decision rendered. The cost to each firm was \$10, and as each had agreed in writing to settle this way, there can be no further expense, while \$10 would not have carried the case very far in court; and besides this, the people in the grain business are more able to decide who is in the wrong than any jury not familiar with the grain trade and the kind of contracts which they make.

In closing, I would like to make one recommendation which would, perhaps, make the matter of arbitration of a little more benefit to our members, and that is that in cases where the disputed amount is small, or under \$50, that the fee be \$5 for each party. If the amount in dispute is too small to be worth \$5, it is too small to take a busy man's time with and get nothing for it, and we have not charged up time spent on these matters but have been only too glad to do what we could for nothing, for the good of the Association and its members.

If you have a dispute and your dealer is a member of any grain organization, he must arbitrate or be expelled from the Association, and it is an unfair man who will not trust his idea of right to be passed upon by three others in the same line of business. For this reason we should interest other dealers in our Association matters and get them together and work as much as possible toward the settlement of our differences by arbitration so that our brother dealers will do our law business for us.

An amendment to the by-laws relating to arbitration on fees was read by the secretary and adopted by the Association.

The report of the legislative committee was not read, as the chairman was unable to be present. Secretary Ewer, however, reviewed the work done by the committee, dwelling particularly upon the work done before the Senate committee of the legislature in the attempt to secure for the shippers of Michigan a reciprocal demurrage bill.

Acting upon a suggestion by Mr. Bueltzingsloewen of Battle Creek, a poll was taken of those members who would be able to remain over until Saturday and adjournment taken until 9 a. m.

SECOND DAY—SATURDAY, JULY 8.

The second session was called to order July 8 with thirty present. Mr. H. L. Goemann, delegate-at-large of the Grain Dealers' National Association, addressed the members on the subject, "What the Grain Dealers' National Association Has Done for the State Association." He was followed by Secretary McCord of the Ohio Grain Dealers' Association, who explained the general plan of the Ohio Shippers' Association, of which he is also the secretary. This association has affiliated with it shippers of the various commodities, manufactured and otherwise, produced in the state of Ohio. Speaking of the experience the Ohio shippers have had with the railroads and the legislature, Mr. McCord recommended that if at all possible to do so, dealers get in touch with the railroads direct for relief on car service matters rather than to waste time in an attempt to get a satisfactory measure through the legislature.

The report of the nominating committee was received and the ballot of the Association cast by the secretary for the following officers for the ensuing year:

President, W. Reardon, Midland.

Vice-president, C. E. Noyes, Jackson.

Directors—B. Crawford, Ithaca; T. G. Craig, of Carson, Craig & Co., Detroit; W. E. Shelden, Jackson; H. L. Goemann, Frankfort; C. E. De Puy, Pontiac; W. R. Shaw, Ovid.

President Reardon in accepting the office of president told the members that they had a good board of directors, but in his opinion the success or failure of this or any other organization depended upon the individual support given by the members themselves. He likened the possibility of success to the success of a baseball club, which

often is the result of the work done by the "rooters," and told the members that if they would make a success of the work they must get onto the bleachers and holler.

E. H. Culver, chief grain inspector of Toledo Produce Exchange, was called on. He told the members about the new rules for inspection of grain which have just gone into effect in Toledo. The most interest probably would be in No. 2 rye on which, he explained, they had found it advisable to go back to the standard of 56 pounds to the bushel. In speaking of the rules relative to oats, Mr. Culver called attention to the fact that the weight would be established when the oats are in. He told of the work the Chief Grain Inspectors' National Association is doing in their endeavor to bring about established grades which should be recognized in all markets.

On the subject, "Benefits of Amalgamation," Secretary Ewer was called on to give his views. He said in part:

We have 218 members in our Association. I am not discouraged at the small attendance here to-day but rather I am disgusted, as something like sixty



W. REARDON, PRESIDENT,
The Michigan Farm Products Shippers' Association.

promised to be here, but there are nearer six out of that number present. In regard to the benefits of amalgamation, my opinion is that we can't win out along the lines we are now working along, as we can't give enough benefits to a sufficient number when only about 150 or 160 members will pay their dues. My idea is to change the name of this Association to some such name as the Michigan Shippers' and Receivers' Association and invite all carlot dealers in Michigan to come in as members. In that way we could work up a membership of 500 or 600 of the representative shippers of the state whose power would amount to something.

The secretary added that inasmuch as 95 per cent of the replies he received from the members favored amalgamation with the other organizations of the state he thought it in order to take some action on that question at this meeting.

After considerable discussion on this subject a motion was put and carried to so amend the by-laws of the associations as to permit the change of the name to The Michigan Farm Products Shippers' Association. It was the sense of the meeting that this change does not imply amalgamation, but that the name should be changed so as to secure membership from the allied produce shippers throughout the state.

Some of the benefits of this arrangement as brought out in the discussion were these: H. W. Karr of Saginaw favored one general association where dues would be paid to but one association which would do the work of all the associations as at present constituted. John L. Dexter, Detroit, said that if he handled two or three lines of produce he certainly would be in favor of one general organization, and thought that if this could be brought about it would prove advantageous to the

trade at large throughout the state. Mr. Hubbel, Marlette, president of the Egg, Butter and Poultry Car-Lot Receivers' Association, said that as a shipper he was in favor of uniting the shipping forces of the state. He could not speak officially for the association of which he was president but believed they would act in harmony with the Grain Association.

The discussion was interrupted for the appointment of committees as follows:

On arbitration—James T. Shaw, of J. S. Lapham & Co., Detroit; H. P. Stoughton, Capac; L. F. Frensdorf, Hudson.

On legislative—F. M. Isbell, Jackson; W. A. Bunting, Kalamazoo; H. J. Hankins, Elsie.

On the membership committee the president appointed every member of the Association.

J. D. Shanahan, chief inspector of Buffalo, being present, was called upon for a few remarks. He said: "I did not understand that I had been sent here to address you and did not prepare any talk. We are looking for some business out of Michigan this year. We have had some business from you in former years and hope it will continue."

C. E. Noyes, Jackson, said the Stockbridge Elevator Co. was going to discontinue the practice of lending bags to farmers. The company has put a good deal of money into bags for this purpose and has found it does not pay. When asked how his firm was going to stop, he answered: "Just stop; that's all. If the other fellows are going to put good money into bags for the farmers to use, let them do it, but we're going to stop."

On motion, the meeting adjourned sine die.

CONVENTION NOTES.

Chief inspectors present were: E. H. Culver, Toledo; J. D. Shanahan, Buffalo.

At Caro, Mich., the hay crop is reported as of good quality, though it has been too wet. Crop will not be so large as last year's crop.

A unique cigar cutter, which punches a hole in the end of the cigar instead of snipping off the end, was presented to the members by the representatives of the Stockbridge Elevator Co., Jackson.

On learning that a camel could go eight days without drink, J. F. Ryley of Baltimore secured a number of allies from Pittsburg, Toledo and Michigan points and tried to find someone who wanted to be a camel.

The wheat crop at Clinton, Mich., is in much better condition than was the case last year. The acreage is somewhat smaller, but prospects are bright for a good average crop of good quality.

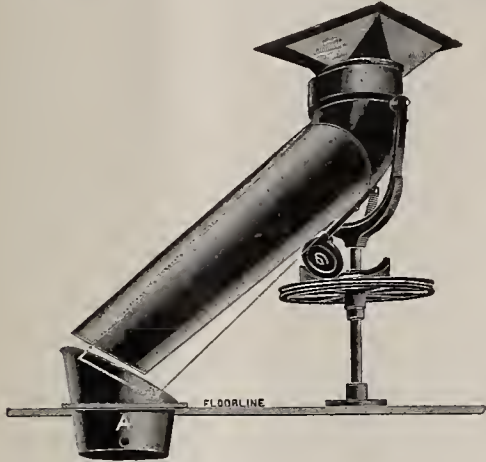
Machinery representatives were: H. J. Livergood, Jackson; R. W. Holden, Rochester, N. Y., representing the Honeoye Falls Manufacturing Co., Honeoye Falls, N. Y.; B. N. La Du, Detroit, representing the Olds Gasoline Engine Works, Lansing.

Among those present were: F. E. Leighton, of Leighton & Holden, Jackson; E. Bueltzingsloewen, of McLane, Swift & Co., Battle Creek; H. W. Carr, of the Saginaw Milling Co., Saginaw; E. C. Holmes, Weidman; G. W. Young, Pewamo; M. G. Ewer, secretary, Detroit; John Hause, of Richmond & Hause, Clinton; W. R. Shaw, Ovid; W. E. Shelden, A. G. Walker, E. I. Isbell and C. E. Noyes, Jackson; A. E. Lawrence, Mulliken; O. C. Allen, Portland; F. A. Voigt, of the Voigt Milling Co., Grand Rapids; F. S. Lockwood, Laingsburg; M. H. Vaughn, Caro; Isaac Grant, Reed City; W. N. Isbell, Lansing; J. A. Heath, Lenox.

Receivers present were: Baltimore—Emory Kirwan, of Kirwan Bros. Grain Co.; J. Frank Ryley, of Fahey & Ryley. Buffalo—Henry S. Guthrie, represented by F. G. Winter; W. E. Lee. Pittsburg—J. A. Albert Geidel, of D. G. Stewart & Geidel; Philip Geidel Jr., of Geidel & Dickson; R. D. Elwood & Co., represented by W. A. Kober; Robert Thorne, of Keil & Thorne; H. G. Morgan & Co., represented by Alfred Lawton. Toledo—W. W. Cummings, representing J. J. Coon; E. L. Southworth; H. L. Goemann and J. C. Gorman Jr., of the Goemann Grain Co.; Fred Mayer, of J. F. Zahm & Co.; J. M. Coup, representing W. A. Rundell & Co.; J. W. McCord, Columbus, O.

THE BURRELL SYSTEM OF STEEL SPOUTING WITH AUTOMATIC LIFT TURN HEAD.

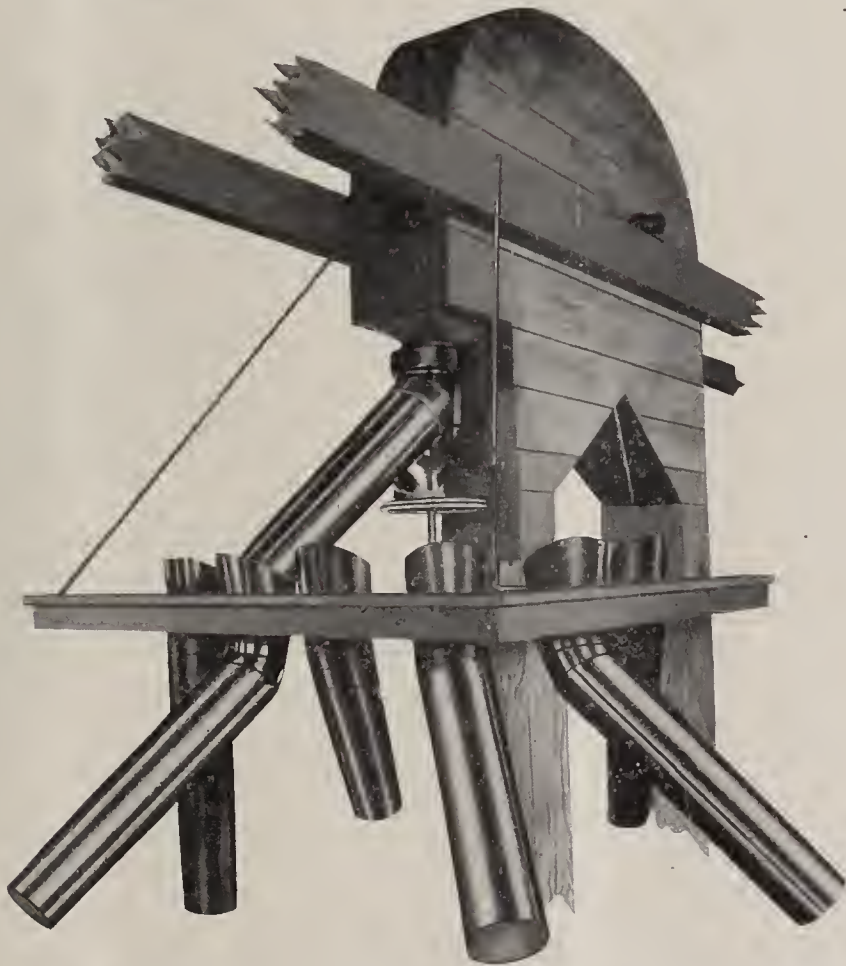
The system of spouting shown in the accompanying illustrations makes the spouting of a grain elevator a very simple problem as well as an economical and practical one. By this system grain can be spouted to any point of an elevator, secur-



DETAILS OF THE BURRELL AUTOMATIC LIFT TURN HEAD.

ing at the same time a perfect discharge. It works on the same principle as the loading spout and can be used with any style of turn head, but the manufacturers recommend the automatic turn head, which is shown in the larger picture.

This picture represents the Burrell Automatic Lift Turn Head, which is operated by the indi-



GENERAL VIEW OF THE BURRELL AUTOMATIC LIFT TURN HEAD.

cator wheel on the working floor. By moving the indicator wheel the spout is raised out of the funnels and turns to the desired bin at the same time.

This turn head can be used in connection with wood or steel spouting and is made in two styles, both with elbows to drop into holes in the floor or with straight spout to drop into funnel, as shown in the cut.

The manufacturers guarantee this turn head to be purely automatic and to do everything that is claimed for it. There are no extra levers to be handled. When it becomes necessary to move the turn head from one bin to the other, all that is required is to turn the indicator wheel in the direction that you wish to move the turn head and the spout will rise out of the funnel or hole

in the bin floor and move to the desired bin, dropping at once into place. This latter movement is accomplished by means of a cam in the upper wheel.

For further particulars address the manufacturers, the Burrell Manufacturing Company, Bradley, Ill.

WINTER WHEAT IN CANADA.

The winter wheat area has been for some years slowly creeping northward, until it has crossed the international boundary into the Canadian West. The Province of Ontario grows winter wheat almost exclusively. Some little experimenting has been done with it in Manitoba, but farmers there are so much concerned with spring wheat that the results with the winter varieties, good enough in themselves, have not attracted much attention.

In Alberta, however, where the climatic and topographical conditions seem peculiarly favorable to winter wheat, the success attending the experiment with it is attracting considerable attention. In 1904 about 8,000 acres were sown to winter wheat south of Calgary; this year there are at least 25,000 acres of winter wheat growing in the province, some of it as far north as Edmonton, most of it Turkey Red.

This estimate of 2,000 acres seems to be conservative, being that of E. E. Thompson of High River, one of the most enthusiastic friends of winter wheat. A Cardston newspaper estimates 60,000 as the correct acreage.

It is claimed that a crop of winter wheat can be

grown in that country in the dryest years, and that the yield will go as high as 30 bushels per acre.

New wheat from the Southwest is grading pretty well in St. Louis.

Washington is pretty well cleaned of old oats and the new crop will not be ready until August.

The first car of new No. 2 red winter wheat to reach Chicago this crop year arrived on June 30 over the Wabash road.

The Kansas State Board of Grain Inspectors met at Topeka on July 12 to revise the wheat grade for Kansas inspectors for use during 1905.

A new grain inspection and weighing yard is to be established on the N. P. tracks at Rice's Point, Duluth. Three inspectors and six weighers will be used.

NEW YORK CHARGES ON GRAIN.

New York does not find her grain trade returning any faster in 1905 than it did for several years prior thereto; and the differential decision as well as the restoration of elevator facilities to New Orleans are not likely to hasten the revival. The truth is, the port charges at New York are complained of, and the agreement between the New York Produce Exchange and the New York trunk lines, in effect since April 1, has by no means met the situation. One item complained of is the charge of $\frac{3}{4}$ cent per bushel, made by the floating elevators which transfer the grain from the railroad lighter to the ship, the railroads themselves lightering grain to shipside free. This arbitrary charge, it is complained, "is necessarily a complete check upon the resumption of grain shipments by full grain cargoes; and the fact that the charge is entirely arbitrary—that the railroad performs no service for the money—is one of the astounding features in view of the spectacular enthusiasm recently displayed by the New York railroads in demanding that New York commerce should be protected," says the Commercial Bulletin.

It is now suggested that pressure should be brought to bear upon New York railroads to name f. o. b. (free on board vessel) rates, and that in this way New York shippers would at any rate know exactly how much higher a rate they are paying, because they could then compare with f. o. b. rates which are already named by the out-port railroads.

The railroads, the Commercial Bulletin says, at the different ports through the elevators perform the following terminal services:

At New York—(The services are of two kinds): A—Receive, weigh, store for 10 days, and deliver to ocean vessel at railroad elevator berths. Note.—Service A is practically a dead letter because of the nature of service B, also because transatlantic craft are practically never allowed to load at trunk line terminal elevators New York. B (Free delivery afloat).—Receive, weigh, transfer through stationary terminal elevator to barge, insure, covering fire and harbor risk, and lighter alongside ocean steamer or to any warehouse within towage limits of New York harbor—including four days' storage in the lighter. Charges: For Service A—Nominally $\frac{3}{4}$ cent per bushel. For Service B—No charge by railroad, but $\frac{3}{4}$ cent floating elevator charge. Storage after initial 10 days, $\frac{1}{4}$ cent per bushel for first 10 days and $\frac{1}{8}$ cent for each subsequent 5 days or part.

At Boston—Receive, weigh, insure for 20 days, pay inward inspection, store for 20 days, and deliver aboard vessel under elevator spouts or by lighters if steamer loads at another dock, except upon ex-lake grain, in which latter case a charge of $\frac{3}{8}$ cent per bushel is made to the grain for lighterage. Charges: 9-10 cent per bushel. Storage after initial 20 days, $\frac{1}{4}$ cent per bushel for each 20 days or part.

At Philadelphia—Receive, weigh, store for 20 days, deliver on board vessel under elevator spouts or lighter and deliver aboard line steamers loading at their regular berths. Charges: $\frac{3}{4}$ cent per bushel. Storage after initial 20 days, $\frac{1}{4}$ cent per bushel for each 10 days or part.

At Baltimore—Receive, weigh, store for 20 days, deliver on board vessel under elevator spouts. Charges: $\frac{3}{4}$ cent per bushel. Storage after initial days, $\frac{1}{4}$ cent per bushel for each 10 days or part.

At Newport News—Receive, weigh, store for 20 days, and deliver on board vessel, which always loads under elevator spouts. Charges: $\frac{3}{4}$ cent per bushel. Storage after initial 20 days, $\frac{1}{4}$ cent per bushel for each 10 days or part.

At Norfolk—Receive, weigh, store, and deliver on board vessel under elevator spouts, or transfer direct from cars to vessel, if loading at Lambert's Point piers, where there is no elevator. Charges: The same as at Newport News.

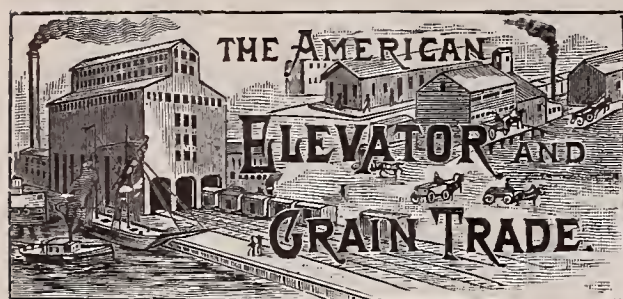
As, however, f. o. b. rates are made by the output railroads, the "charges" named by the outports are largely nominal.

The Glucose Sugar Refining Co. has reopened its big factory at Peoria, Ill.

On July 1 the headquarters of the Texas Grain Dealers' Association was removed from Weatherford to Fort Worth.

The Chamber of Commerce has appointed the following committee for the weighing and inspection of grain for Mansfield, Ohio: F. H. Tanner, chairman; Henry D. Goemann, A. J. Gilbert, L. A. Strong and J. C. Lantz.

Bulls in provisions could use a competent party, at a liberal salary, to kill the hog crop—in the newspapers. No questions or references asked, but push and persistency, brass and bravado would be expected.—Pope & Eckhardt Co., July 7.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY
MITCHELL BROS. COMPANY
 (INCORPORATED.)

OFFICE:
Manhattan Building, 315 Dearborn Street,
CHICAGO, ILL.

HARLEY B. MITCHELL..... Editor
 A. J. MITCHELL..... Business Manager

Subscription Price, - - - \$1.00 per Year
 English and Foreign Subscription, - 1.60 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1905.

Official Paper of the Illinois Grain Dealers' Association.

WHY NOT?

The Chicago Record-Herald has concocted a panacea for the railroad rate troubles. It is a sort of combination of the Esch-Townsend bill and the new Indiana railroad law, with some injections of effete matter, such as the proposition that, pending the legal adjustment of a disputed rate on appeal of the railroads, the latter "shall compute and set aside to be held in escrow the difference between the rate charged and that from which appeal is taken, which amounts are to be repaid to the shipper or passenger in case the rate prescribed by the Commission is sustained by the court." As the Railway and Engineering Review suggests, "Just what advantage is possessed by such an arrangement [over the Indiana method] is difficult to perceive. It would take more red tape and longer time for a claimant to get his money under such conditions than if presented direct to the railroads. A railroad is a responsible corporation; it can always be located. Its expense bills are evidence of the amount of transportation charges paid; and the court would be able readily to determine the amount due where a refund is directed by the courts or the Commerce Commission." But, after all, there is a deal of wasted effort in this whole controversy. Why not "get together?" The journal just quoted says, and the saying is sound sense: "We are likely to have some kind of railroad legislation. Instead, therefore, of standing off at arm's length and fighting each other, it would appear altogether the more sensible plan to get together and agree upon some plan. The American people, while thoroughly alive on this question, are not desirous of injuring the railroads, but there is a widespread feeling

that some additional legislation is needed. Is it not possible to devise a plan which shall not concede the power of the government to fix rates absolutely, and yet will take away all argument from the agitation for a kind of control which will inevitably lead to government ownership?"

RESPONSIBILITIES OF STORING.

The case of Thompson vs. Jordan, reported at length by Mr. Rosenberger on another page, does not so much state a new legal principle as it emphasizes again the legal responsibility of the elevator operator who accepts grain for "storage." The distinction between a sale of grain and a bailment is made quite clear by the decision, and this distinction is coming to be generally accepted by other state courts of last resort than by those in Indiana, where the case originated.

For all practical purposes a delivery of grain by a farmer to an Indiana elevator to be "stored" is a sale of the grain at a price to be named later at the option of the seller. Cases of bailments in that state therefore are rare, for obvious reasons. And fortunately so; for as elevator operators cannot afford to fill up their houses with grain at a nominal or no price for use of the space by the farmer and let their own business go to the dogs, they therefore ship out the grain as their own in the regular course of business. A bailment would under such circumstances become a conversion—an offense carrying the unpleasant possibility of a jail or penitentiary sentence; whereas a sale under such circumstances simply creates a debt of uncertain amount.

As the practice of treating grain in storage by country elevator men is substantially the same in all the states, the courts have generally agreed upon treating the responsibility of the elevator man as the Indiana courts have done—hold him responsible for the value in money of the grain at the price current on the day the farmer calls his option. So, if the elevator man wants to sell an indefinite put in order to be sure of handling the farmer's grain, he is at liberty to do so; but should the elevator be destroyed before settlement is made, he cannot, as the case at bar shows him, plead that he only had the grain "in storage at owner's risk."

GOVERNMENT INSPECTION.

Both the operative millers and the Southern Illinois millers in their recent annual conventions passed resolutions calling upon the general government to assume control of the inspection of grain. The millers, like the maltsters, suffer very seriously by the unconscionable adulteration by some elevator men of the grain used in their business. Although the millers may suffer less acutely than the maltsters by the mixing process, even they are beginning to find the pinch of competition urging them to some means for obtaining relief from unblushing sophistication in some directions. There is no reason to believe their condition would be benefited by national inspection more than by exchange inspection, unless the most drastic regulations were promulgated by the

government to control private elevators as well as public; but a demand for federal inspection by so active a body as the Southern Illinois Association, supported, as it is, by the grain growers in the Northwest, who have already succeeded in getting the subject before the Congress in the form of a Senate bill, may yet give Congress an excuse to meddle with a function that should be exercised only by the grain exchanges. There is no more sanction for the federal government's passing upon the grades of grain sold than upon the character of securities dealt in on the stock exchanges; but the fact that some states have already assumed to inspect grain gives warrant to the proposition to transfer that function to the general government. This tendency should be resisted by both shippers and receivers.

NORTHWESTERN FEDERATION.

Without presuming to butt-in-ski, one does not quite see the logic of stepping out of a grain dealers' national association in order to step into a Northwestern federation of grain associations. Of course, we do not understand the suggestion of Mr. Chambers at the Sioux Falls convention to mean that the Western grain associations contemplate such an act without first satisfying themselves that the National Association cannot be fully restored to its position of two years ago. But every argument that may be advanced for the creation of a Northwestern federation ought to be a valid one for the restoration of the Western associations to their affiliated membership in the National. Sectionalism of this sort is not worthy of encouragement save as the very last resort; and the dernier ressort in federation work has not been reached up to now—if the National is treated on its merits.

MR. WOODWORTH'S IDEA.

One is quite ready to agree with Mr. Woodworth of Minneapolis in his speech to the Tri-State dealers that the railways are ready at all times to treat fairly all substantiated claims of shippers. The trouble with most claimants is that their claims are indefinite and not sufficiently supported by documentary evidence to successfully run the gauntlet of even an obliging claim bureau, much less a law court. It is not, therefore, the railway's fault if their claims be turned down, however much the claimants may thereupon complain of ill-usage.

But Mr. Woodworth is not so happy in his position, when he refers to the "agitation over government making of rates." Mr. Woodworth should first remove the beam from his own eye. He does not fairly state the proposition from the grain man's standpoint, which is not to endow the Commerce Commission, or any other body, with power to make rates, but only to correct inequalities in rates. These are not synonymous propositions by any means, although the railway literary bureau is now actively engaged in circulating that impression. Mr. Woodworth does not, of course, represent that propaganda, but he is certainly fostering the erroneous ideas the railways are insisting upon. Further, Mr. Woodworth must under-

stand that "moral suasion" in a matter like this is an exceedingly slender reed for the public to lean upon for the correction of its grievances, real or fancied.

DEALERS SHOULD BE MIXERS.

A good suggestion was made to the members of the Tri-State Association by Secretary Quinn, who advised them to take more direct interest in the public meetings attended and managed by farmers in their own interest. If it is a good thing for elevator men to get together to prevent misunderstandings among themselves, it is equally logical for elevator men and farmers to come together for the same purpose. "Familiarity breeds contempt" only by uncovering that which is hidden; and that process as often develops lovable traits as it does despicable ones. In many parts of the country, where farmers are now being misled by demagogues and others seeking personal profit out of them, the regular dealers, by familiar and frank association with them, could clear away the false impressions farmers have of the dealers' business and profits, which it is the stock in trade of demagogues to create and foster. Try Mr. Quinn's suggestion and see how it works.

IN DISTRESS AGAIN.

The ass'n which makes its services of real value to the members of the trade does not find it necessary to consider ways and means of forcing payment of dues or of working any side grafts to obtain sufficient funds to pay its office rent. The organization which desires to command respect, to win support, must first deal honestly with the interests intrusted to it and promote the interests of its members sufficiently to induce them voluntarily to give it all the financial support it needs.—Yellow Journal.

And now what's the matter? And who gets this little slam?

Is it possible some Western "ass'n" has decided to cut off someone's perquisite and to publish its own list of regular dealers, putting the profits into its own treasury instead of that of a G. D. Co.?

If such lists are to be published at all, the associations should publish them and be held responsible for them; and if it is necessary to put into them advertising that never does anyone any good and sell the lists at "\$1 per," the associations should take the profit as compensation for their assumption of responsibility for the character of the lists. There should be no more such tomfoolery as was seen in Illinois a few years ago when that association turned over to a private publishing company, apparently without compensation, work on a list that had cost the association \$1,500, only to have as its reward the gratification of seeing in the book when published the advertisement, conspicuously repeated several times, of one of the most active and offensive bidders to farmers' elevators—a firm that then made and still makes a specialty of sending men through Illinois and Iowa, an important part of whose business it is to organize farmers' elevator companies to annoy regular dealers.

Or, perhaps, the National Association may be contemplating a second edition of its Blue

Book and Trade Rules. We do not know that it is; but it is so much a matter of course to expect a slam at the National now from some of its whilom friends, that remembering how serious a stomachache the previous publication of the Blue Book, at a handsome profit to the association, superinduced in a certain quarter, one would not be surprised if the mere suggestion of a repetition of the offense would cause recurring spasms in the same direction.

SELLING "3 OR BETTER."

The habitual seller on track, "3 or better," will be interested in Mr. Seeds' plea for bids on specific grades made at the Ohio convention and published on page 21. The practice of selling on track is doubtless an easy way of doing business in the country, but it has been of no benefit to either the dealer or the farmer. It encourages sloppy methods by both, since bids "3 or better" offer no premium on the production or shipment of a better class of grain. The farmer finds that anything goes and that the best brings no better price than the indifferent, and as the dealer who accepts bids has no incentive to clean and so make better than No. 3, the cleaner is not half worked in the country elevator; while the inspector who strikes a line car makes it "3" because, as Bidwill at Chicago used to say, the difference in price is not enough to warrant the inspector in giving the grain the benefit of the doubt. So contract grain has practically ceased to be a product of the farms, and can be had only from the factory elevators of the big bidders, who manufacture it as needed by the shorts and take all the cream that rises on the profits of the handling from the farm to the consumer. In the meantime, the farmer is dissatisfied and the country shipper is restless, neither quite understanding why. What is the use of working experiment stations or of sending seed train lecturers through the country if this system of pounding down the grades is to be systematically extended and doggedly perpetuated at the expense of both farmer, shipper and consumer for the sole benefit of the track bidder, as now appears to be the case?

THE NATIONAL IS NECESSARY.

The most telling argument that has been presented to justify the rehabilitation of the Grain Dealers' National Association is that of J. W. McCord of Columbus, who at Put-in-Bay said such an association would be necessary to the trade if its only use were to present a solid trade front next winter to Congress. It is to be hoped some of the gentlemen in the trade who are now taking a view of the National's mission as broad as a knife-edge will give the suggestion a thought.

The grain men expect next winter to take part in the effort to secure legislation by Congress that will put an end to unfair rates, rebates and discriminations, the Elkins law having failed to do this. How would it appear, should the views be asked of the grain trade of the nation, to have it then said that the grain trade is not represented except by scattered organizations, no one of which is author-

ized to speak for any other interest than that of its own immediate neighborhood? Would it not be a fair assumption by Congress, which Mr. McCord suggested would be a logical one, that the grain trade is indifferent or non-committal on this great question, except as certain big shippers, themselves the beneficiaries of rebates (indirect though they be), testify, as they did before the Elkins Senate committee recently, that this agitation is all froth—that "the grain trade" is amply "satisfied with things as they are"? In the absence of a national body, such assumption would be natural and it would be so acted upon, depend upon it.

With the exception of Texas and Nebraska none of the Western associations now out of the National has voted to stay out or go out: all have given power to their directors to act in this matter. Is not the time now ripe for said directors to restore the broken affiliation and devote the \$1 per annum tax on their members to the purpose for which it was levied? It is a safe gamble that not one member in a hundred will now complain of an act which formerly they themselves voted directly to endorse.

NATIONAL HAY ASSOCIATION.

The annual meeting of the National Hay Association at Toledo on July 18-20 will be the big national event of the hay trade year. The "hay convention" is always a success; and although St. Louis entertained the association a year ago with all the fanfare of a World's Fair, Toledo is in no wise abashed at the task before her this year, and will no doubt make good. From 9:30 a. m., July 18, to adjournment sine die, about noon on July 20, there will be "something doing" at all times; and so admirable is the program at Valentine Theater and so attractive the entertainment features there should be no difficulty in getting to Toledo next week enough new members to make up President Morgan's desired 1,000 on the list as a minimum. If you are interested in hay, even as a side-line only, it will be money in your pocket and fun under your waistcoat to go to Toledo.

QUEER COAST PRACTICES.

Some mention of the queer things that happen in the grain warehouses of the Pacific Coast appears on another page, to which may be added a word on the recent failure of the Bank of Oakdale, Cal. A heavy holder of warehouse receipts for grain issued by a certain warehouse, a persistent search for their grain by a representative of the bank failed to locate any of the grain described by the collateral in question in a number of houses named on the receipts. The failure, which is a bad one, is compared with that of the Eppingers a few years ago, which was attended with the grossest scandal and was a revelation of rascality that ought to have brought about a reform in the supervision of public warehouses in California by the state or the grain exchanges which would have prevented a repetition of the Eppinger outrage on the public, which has been apparently repeated by some one in the Bank of Oakdale case.

EDITORIAL MENTION

You are due at Toledo on July 18-20, Mr. Hay Shipper.

Study your markets, their good points and their bad ones. Want of knowledge of what can be done is about as bad as laziness in business.

The Baltimore hay and grain receivers have adjusted differences with the jobbers, who are to have exclusive control of the local trade hereafter.

Consignors of corn during June frequently struck it rich and made enough on the swells to make track selling "3 or better" look like 30 kopecks for the rest of the month.

The exchange table is enlivened this month by the appearance of the Grain Dealers' Journal of Winnipeg, an interesting 22-page paper that promises to be an interesting cotemporary.

Don't neglect to forward shipping documents promptly to your consignees. In some markets, it will be remembered, bills of lading must be presented in all cases before deliveries or reconsignments are allowed.

Forging bills of lading will continue to tempt men until someone is sent to the penitentiary for the crime. Just now some creditors are too anxious to get their money back to prosecute captured offenders criminally.

The Michigan Hay Association's annual meeting is to be held at Jackson, on August 3 and 4. This association always holds a most interesting convention, and the program this year is of the same high-class order.

New York and Boston are still protesting against the Commerce Commission's differential decision, claiming it gives Baltimore and Philadelphia an unfair preference. If this is really so, why was not the truth made apparent at the hearing?

The superabundant rains in the Southwest have delayed thrashing of small grain and hence the railroads have not been taxed or expected to deliver it. But they have made preparations for a heavy movement, and hope to handle it more promptly than usual when the grain does start.

A reciprocity convention is to be held in Chicago on August 15—a joint conference by the Chicago Commercial Association, the National Live Stock Association, the Chicago Board of Trade, the Illinois Manufacturers' Association, the National Live Stock Exchange, the Millers' National Federation, the American Shorthorn Breeders' Association and the National Association of Agricultural Im-

plement and Vehicle Manufacturers. Where are the grain dealers—are not they also interested in this?

Manipulating trades in commission offices for their own profit at the expense of customers in Chicago (and other regular markets, for that matter) is not very profitable business. It is sure to leak sooner or later, and expulsion, as two Chicago members recently learned in a practical way, is the penalty. It pays to be honest, even if it is a slow way sometimes of getting rich.

A conference was held in New York the other day to stimulate action on the construction of the Erie barge-canal. Some of those interested in the grain trade there suggested that while the canal is indispensable to a renewal of business, one of the remedies found necessary for restoring New York City's commerce would include a reduction of pilotage and wharfage rates and grain elevator charges.

An Ohio verdict of damages to a shipper injured by discrimination and delays in transit is now in the Supreme Court for review, two lower courts having agreed upon a verdict of damages. It is said that the recovery of damages in such a case has been very rare in Ohio, and if the lower courts are affirmed it means considerable to the shippers of the state where discrimination can be proved—that a shipper has not been furnished with the proper transportation facilities.

The New York Produce Exchange proposes to "encourage grain shipments to New York" by authorizing trading in futures in lots of 1,000 bushels instead of the old minimum of 5,000 bushels. Two pits will be established—one for 1,000-bushel lots and the other for 5,000-bushel lots. They might have to pilot a Missourian that this proposition is a stimulant to grain shipments that way; but it ought not to require a "show-me" to see how it might affect speculation by late bucket-shop plungers.

Another decision, referred to in the department "In the Courts," is notice to Minnesota commission men that the Grindeland law, requiring detailed and exact daily reports of all sales, must be strictly complied with to the very letter and spirit. Whatever may otherwise have been the merits of the case referred to, the fact that the daily reports required by law were not strictly complied with by the commission house was fatal to the case of the commission firm interested, which suffered heavy loss thereby.

It is suggested that the new Wisconsin railroad law will cause a stoppage of all privileges for reconsigning grain when no market is found at first destination and that the late system of transit accounts with millers and grain dealers will have to be abolished, to the great inconvenience of both. This may be a misstatement of the facts, but time will determine the truth. Of course, some inconvenience is always felt in readjusting trade conditions to the terms of new and radical laws; and doubtless Wisconsin

is to be no exception, however beneficial the law may prove in the end.

Consul-General Guenther at Frankfort, Germany, reports that "in spite of the numerous complaints which for years past have been made against the sad condition in which Indian corn from the United States arrives in European ports, no improvement has taken place."

The private wire houses have found that system useful in keeping the business going during the dull days when cash stuff is moving slowly, but also that it is not at all conducive to solvency to tack on to that side of the business a bit of private speculation on the quiet. The true commission man never speculates; it isn't safe, and there is danger of its influencing his commission business on the wrong side. Shipping customers, moreover, don't like it, and are inclined to drop correspondents who are known to be occasional or habitual plungers.

Some railroad man has projected into the Railway Age the theory that goods shipped on order bills of lading should pay a higher rate than those on bills with consignee, other than shipper, directly named thereon. Isn't this straining at a gnat? Is it so much more difficult to identify a consignee described in an order than one named in the bill directly? As the railroads must deliver to the proper parties in all cases, it would seem that the chances of error would be lessened by using order bills, rather than the other form, and that, therefore, the order bill is an advantage and not a disadvantage to the carriers.

A number of the dealers at the Detroit convention of Michigan grain dealers anticipate handling more hay and straw this year than last year, which was an "off" year. There was a small crop last season, and farmers accordingly expected higher prices than conditions at selling points could warrant. They had secured high prices on a large crop at home—a condition brought about by crop failures in other sections of the country—and apparently did not comprehend why a small local crop also should not bring high prices, even though they must be cognizant of the fact that Eastern markets have been stocked to full capacity. An off year seems to be needed occasionally to wipe out surplus stuff.

That the Christie combination of grain gamblers should strain every nerve to recover the position lost to them by the recent bucket-shop decision of the United States Supreme Court was to be expected. But that reputable Kansas City newspapers, like the Journal, should devote a column of space to lauding the so-called National Board of Trade (a deliberate theft of the name of a reputable trade organization) as a means for making "Kansas City the future grain center" of the nation, and all that sort of rot, is sickening. Kansas City people, as well as her grain dealers, have been singularly obtuse in their treatment of this unblushing ex-crescence on the city's fair name as a reputable municipality, but this last exhibition of moral

obliquity on the part of the press is really the limit.

If you want your grain to grade at the top, clean and condition it before shipping.

Don't spoil your commission man's confidence and interest in you by habitual overdrafts. It pays handsomely to be reasonable in all things.

The Illinois Railroad and Warehouse Commission has announced a 32 per cent cut in general freight rates in the state, in effect as soon as they can be checked in.

"Buy; publish a bullish Jones report; get suckers coming; sell; wait awhile for new crop suckers; then buy again; publish Jones report; sell; put proceeds in bank. Simple and easy," says the Duluth Commercial Record. Now, what do you think of that?

Nothing pays better around an elevator than watchfulness and care for its physical condition. The insurance men like that kind of a man; and the rats and the weevils do not. Every man who has a wholesome self-respect likes to have his business buildings, as well as his home, clean.

President Hubbel, of the Michigan Egg, Butter and Poultry Car-Lot Receivers' Association, told the grain dealers at Detroit of a condition in railroad matters in connection with his business which to grain dealers generally must border on the ideal. He said, "I can put in my order to the railroad agent any time before 11 o'clock to-day for a refrigerator car and it will be on my track to-morrow morning." But grain dealers couldn't stand that sort of thing here; they don't expect to find heavenly conditions on "this side of Jordan."

One farmers' company in Minnesota pays its manager the magnificent salary of \$55 a month, and expects him to buy grain, manage the business of selling it at a profit, run a cleaner and a 10-horsepower gasoline engine, as well as the other elevator machinery. Another company advertises for bids for "manager to manage their elevator at once." No wonder a local newspaper in a neighboring town, with uncommon good sense, considering, warned its readers who were considering a "farmers' elevator" and general store project to "go slow."

The grain drier is coming into its own. Used first for the recovery of brewers' grains and distillery slop (in a very small way), thus converting wet products of the smallest possible feeding value in the natural condition into dairy feeds of high usefulness when dry, the grain drier has become a recognized necessity in every great grain terminal. At least, it was so recognized at Put-in-Bay by the Ohio dealers, whose president in his annual address referred to the saving of loss effected by driers and the fact that they ought to be in commission in all terminals where corn is handled by public elevators. The skepticism of old-time dealers, who had no faith in driers, is rapidly passing in the face of the excellent work done

by them, which, good as it has been, is improving constantly as experience multiplies.

Read the "American Elevator and Grain Trade" these hot summer months and keep cool. Reading this paper is along the lines of sound business methods, and the successful man keeps cool at all times.

The Nebraska Association is under fire, the Worrall Grain Co. of Omaha having brought suit against some 39 elevator owners and grain dealers, charging conspiracy to ruin its business. Testimony has been taken at Wahoo, the object of which is to show that the Nebraska Association (a non-corporate body) is a trust and at the bottom of all of the Worrall Company's troubles, for which the company asks damages of \$128,600. Some horrid stories are told by the witnesses; but as only one side has been heard so far, the press is working the "sensation" to a finish. The defense will come in later.

This paper is privileged to print in this issue an article on barley from the pen of one of the leading experts in that grain in the West. While the article may appear lengthy as the eye glances down the columns, it is quite fascinating reading and replete with sound suggestions to both farmers and the elevator men who handle this grain in quantity. Here is a cereal of the highest antiquity and of exceptional potential profit to both farmer and dealer, when found in its best condition; yet no grain probably is more abused by both than barley. Grain dealers in the Northwest who are interested in this valuable crop are invited to ponder our contributor's suggestions and then refer it to their friends who grow barley.

We have never had much faith in a Wisconsin system of grain inspection at Superior. The movement to oust Minnesota inspectors and substitute others has always seemed like a sort of fake growing out of a local pride not very discriminating in its judgments, as the proposition never had the backing of the grain trade of that city. However, now that Governor Davidson has appointed as his commission to organize and direct the proposed department Messrs. John D. Shanahan, chief inspector at Buffalo, N. Y.; M. F. Swanston, of Michigan City, N. D., and Homer Andrew, of Superior, one must confess that the movement has a different appearance. Messrs. Swanston and Andrew are locally vouched for; but the name of Mr. Shanahan, like that of Abou Ben Adhem, "leads all the rest." He at least stands for something tangible and respectable from a business point of view; and now that the Minnesota inspectors have been withdrawn, notwithstanding an amendment of the Wisconsin law would permit their presence on Wisconsin soil as inspectors, the commission has a clear field to do what the Wisconsin promoters of the new law have all along insisted they meant to do—create an inspection department that would inspect grain strictly on its merits in and out. This Mr. Shanahan will insist upon or, depend upon it, Wisconsin won't hold him long, even for the time he will have to give Superior,

which city will divide his time with Buffalo, in whose interest he will of course act, as the letter and spirit of the Wisconsin law intends he should. If, now, Superior has been honest in her professions, Wisconsin inspection there, after August 1, will be strictly on the merits of the grain. The only question remains, how will the shippers of North Dakota and northern Minnesota like that sort of thing?

The summary dismissal of E. S. Holmes from the Agricultural Department for sneaking current estimates of cotton conditions to certain New York cotton speculators has, of course, suggested the proposition to abandon the crop estimating system entirely. This was to be expected, since extremists always bob up in such emergencies. But whether it is better to take away the estimating from a department that has the best facilities for collecting information and besides has no personal interest in the effect of its published estimates on the trade and turn it over to a horde of professional crop "experts," whose works we now know sufficient of to class as "particularly on the bum," is a fair question. The crop expert who goes through the country rubbering from a car window and promulgating his opinions with all the assurance of the author of a papal bull has already become the opera bouffe star of the grain trade, and his opinions published to-day are about as useful as the ephemeral June bug that appears and disappears and is forgotten in forty-eight hours. The Agricultural Department's current estimate may or may not be of any serious value (although there is a difference of opinion on that score), but who is there so bold as to say the experts' dicta are not far worse?

Chicago milk inspectors have begun a campaign on milk shippers who feed brewer's wet spent grains and who will not be allowed to sell their milk in the city until the feed is changed. It is said the Chicago city ordinance does not prohibit the use of brewer's wet grains, but that it was found in these particular cases that when the feed was shipped from Chicago breweries to suburban towns and allowed to remain for some days on the grass, in almost every case it was spoiled before it reached the dairy barns, and it was out of the question to allow it to be fed to the cows. Fresh brewery grains properly handled may, in the opinion of some dairymen, be fed in limited quantities with good results, but even they concede that where these by-products are allowed to spoil, the milk is unsafe for use. The New Jersey experiment station some years ago exploded this theory and held that wet spent grains are always unsafe as feed for dairy cows or other cattle. But, on the other hand, the station demonstrated that the dried grains form a most desirable, wholesome and profitable dairy feed. So little are these facts appreciated in this country that vast quantities of American dried grains are exported to Europe for want of customers in this country—even dairymen near cities where large quantities are produced let them go abroad, when they might profitably use them at home.

TRADE NOTES

Fred Friedline, the elevator contractor, with offices at 503 Traders' Building, Chicago, can now be reached by local or long distance telephone by calling up Harrison 667.

The Macdonald Engineering Company of Chicago has been licensed to construct grain elevators, power plants, etc., and to manufacture machinery and supplies in Ontario, Canada, with a capital of \$50,000.

July "Graphite," the Joseph Dixon Crucible Company's breezy little magazine, is full of good reading for hot weather. It is mostly about graphite, of course, but there is enough variety to make the paper an interesting one.

H. J. Livergood, manufacturer of bean and grain cleaning machinery at Jackson, Mich., has perfected a wheat cleaner which he purposes to put on the market this fall. Mr. Livergood is an old wheat-cleaning machinery man, having taken out his first patents on such a device in 1877.

The Mill Owners' Mutual Fire Insurance Company of Iowa has issued its sixtieth semi-annual statement, showing the condition of the company to July 1, 1905. An examination of the figures shows that the company has insurance in force, \$5,521,350; deposit notes, \$219,892.69. A copy of the statement may be had by addressing J. C. Sharp, secretary, Des Moines, Iowa.

The Jeffrey Manufacturing Company, Columbus, Ohio, have a special folder devoted to Jeffrey Swing Hammer Pulverizers, which shows the superior features of this machine. Another special catalogue, recently issued, describes Jeffrey Screens and explains the purposes to which they are adapted. The Jeffrey Company also has a very complete catalogue of grain elevating and conveying machinery, which is sent free to elevator men on request.

The Skillin & Richards Manufacturing Company of Chicago has issued a 32-page catalogue devoted to the "Muir Improved" Friction Clutch Pulley, Salem Elevator Buckets and other specialties for the grain trade. The major portion of the book is given over to the "Muir Improved" Friction Clutch, which is shown in detail and fully described. Tables showing weights, dimensions, etc., are also given. This catalogue should be in the hands of all elevator owners, who may secure copies for the asking.

A handsome booklet descriptive of "Otto" engines is being distributed by the Otto Gas Engine Works, Philadelphia, Pa. It is entitled "Some Reasons Why," and goes very fully into the design and construction of the "Otto." The different parts of the engine are taken up, one at a time, and are discussed in plain, comprehensive language. Halftone cuts are used to illustrate the points brought out. After reading this booklet carefully one can readily see why the Otto Gas Engine has occupied a leading position ever since its introduction, 29 years ago. Elevator men who contemplate installing gas or gasoline engines will do well to write for a copy.

The Skillin & Richards Manufacturing Company are unusually busy in their shops at 127 Fulton Street, Chicago. They are furnishing all the machinery for the American Cereal Company's elevator now under construction by the Barnett & Record Co. at Cedar Rapids, Iowa, all the machines for the Chicago, Milwaukee & St. Paul Elevator at Kansas City, Mo.; improved garners and scale valves, car puller material, etc., for the Maple Leaf Elevator at Kansas City, Mo., and the Lake Shore Transfer Elevator at Indiana Harbor, Ind. Among machinery additions which they have added to the plant is a large line of new improved machines for the manufacture of Salem Buckets. Their cold rolled sectional flight steel conveyer has also reached

larger sales during the past month, which the company claims is indicative of its standard and lasting qualities.

The Illinois Central Railroad is hastening the construction of another Hess Pneumatic Grain Drier at New Orleans, for drying export grain at that point. This machine is the No. 8 Hess Drier, having a daily capacity of about 35,000 bushels, and is erecting at Elevator "E," Stuyvesant Docks. In connection with the No. 10 Hess Drier at Elevator "D," having a capacity of 50,000 bushels daily, it will be seen that the Illinois Central road has provided unexcelled facilities for handling soft corn. The presence of this new machine and the other Hess Driers already in use in New Orleans have greatly aided the port of New Orleans in increasing its patronage from shippers and buyers of export grain.

The J. L. Owens Company of Minneapolis have a very complete catalogue devoted to their line of grain and flax cleaners, and will send a copy free to anyone in the grain trade who will make application for it. The book illustrates and describes the Minneapolis Dustless Warehouse and Elevator Separator; "The Leader," a general purpose machine; the Owens No. 40 General Cleaner Power Separator; Double Bank Flax Receiver; Owens Single Bank Flax Receiver; Northwestern Cleaner, and the Owens Smut Machine No. 4. The frontispiece shows the main buildings of the company's large plant at Superior and Dartmouth avenues, Minneapolis, covering many acres of ground space. Originally the company manufactured only hand power machines for farm use, but the reputation they built up during 20 years of successful business life created a demand upon them by grain dealers and elevator men to manufacture power cleaners for elevator and warehouse use. So successful were they in this line that it soon became necessary to enlarge their plant and greatly increase their facilities. At present they are equipped to manufacture in quantities to meet any demand, and are fully able to handle their rapidly increasing business in the elevator field.

ESTABLISHING GRADES IN KANSAS.

The committee appointed by the governor of Kansas to establish grades on Kansas grain for the coming season met in the governor's office in Topeka on Wednesday, July 12. Quite a number of the grain dealers in the wheat belt were represented and insisted that the board should establish a Turkey wheat grade, for the following reasons:

1. Every shipper would then get the benefit of Turkey wheat values in the Kansas City and other central markets. It is worth more; why not get it?
2. Farmers would be more careful in the selection of their seed wheat if allowed a premium for this grade of wheat.
3. Kansas City dealers now buy it on "2 hard" grade and sell it east by sample as Turkey. Why cannot the Kansas dealers have the premium?
4. It would do away with all chance for controversy and ill feeling if state certificates would show for themselves that shipments are or are not Turkey wheat.
5. Because it would advertise this particular wheat more widely and more rapidly than can be done in other ways and show that the dealers of Kansas know that they have something good and something that they are not ashamed of, something people want and something worthy a name in official inspection rules.

At the time of going to press with this issue the board had not passed upon the questions involved or announced the new grades.

The Chicago elevator houses are reporting 1,000,000 corn bought by three of them in the country yesterday. If so, why did they put the corn market up on themselves this morning by covering their shorts?—New York Journal of Commerce, June 21.

MR. JAMME AT MINNEAPOLIS.

After serving as secretary of the Millers' National Federation for something over a year, Louis T. Jamme has resigned to become assistant secretary and traffic manager of the Minneapolis Chamber of Commerce, succeeding J. H. McEndry, who resigned to engage in business for himself. Mr. Jamme assumes the duties of his new position today, July 15.

In his present connection Mr. Jamme will have a broader field for exercising his undoubted abilities. He was appointed secretary of the Millers' National Federation in April, 1904, and his work in that position has shown that he is a man of unusual tact and executive ability. Prior to this he was for three years assistant general freight agent of the Chicago, St. Paul, Minneapolis & Omaha



LOUIS T. JAMME,
Assistant Secretary Minneapolis Chamber of Commerce.

road, with headquarters in Minneapolis. He is familiar with conditions in the grain and milling trades and as traffic manager for the Minneapolis Chamber will have an opportunity to utilize the experience gained in the railroad field.

COMMERCE COMMISSION HEARINGS.

On July 14 the Commerce Commission sat at Louisville to hear complaints with regard to grain rates of railroads in Southern and Southeastern territory. The legal representatives of the following roads were asked to appear before it: Louisville & Nashville, Nashville, Chattanooga & St. Louis, Southern, Norfolk & Western, Illinois Central, Monon, Baltimore & Ohio Southwestern, Pennsylvania, Louisville, Henderson & St. Louis, Chicago & Alton, Chesapeake & Ohio.

The Commission will sit at St. Louis on July 21 to hear a complaint against the Illinois Central on a charge of unjust hay rates.

The Interstate Commerce Commission on July 6 modified its recent decision in the matter of the differential freight rate on ex-lake grain to and from North Atlantic ports so that account might be taken of the lighter weight of oats and barley over wheat, corn and rye. The differential was fixed in the original decision at three-tenths of a cent per bushel under the rate to New York. This stands as to all but oats and barley, on which the differential is fixed at one-sixth of a cent per bushel.

Mr. Grain Man: If you have sold your business, bought another, had a change in the firm, made or about to make improvements, suffered a fire loss, changed your location or know of any other news of interest to the trade, send it in to the "American Elevator and Grain Trade" for publication.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of June, 1905:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	101,307	45,198		
Corn, bushels.....	296,879	145,939	432,960	18,976
Oats, bushels.....	274,172	200,004	45,752	15
Barley, bushels.....		817		
Rye, bushels.....	6,804	5,918		
Timothy Seed, lbs.....	2,164	954	2,163	
Clover Seed, lbs.....	500			
Hay, tons.....	5,040	5,609	1,552	2,216
Flour, bbls.....	109,873	109,144	43,650	72,758

BOSTON—Reported by Daniel D. Morss, acting secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Flour, bbls.....	100,406	144,471	28,110	44,190
Wheat, bushels.....	56,399	408,000	139,661	393,045
Corn, bushels.....	610,329	434,924	716,275	107,534
Oats, bushels.....	406,181	400,420	41,695	270
Rye, bushels.....	3,000	1,750		
Barley, bushels.....	100			
Flaxseed, bushels.....				
Mill Feed, tons.....	874	932	72	87
Cornmeal, bbls.....	955	1,165	888	1,890
Oatmeal, bbls.....	4,781	2,635	1,545	3,240
Oatmeal, sacks.....	1,446	325	1,420	5,603
Hay, tons.....	14,470	14,470	80	580

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	1,939,449	4,103,108		
Corn, bushels.....	5,645,780	3,504,245		
Oats, bushels.....	2,730,110	3,292,142		
Barley, bushels.....	490,000	249,500		
Rye, bushels.....		13,043		
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Other Grass Seed, lbs.....				
Flax Seed, bushels.....				
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	704,803	75,312		

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	182,000	902,518	931,979	1,569,949
Corn, bushels.....	12,026,400	11,163,849	11,196,063	8,477,486
Oats, bushels.....	6,312,574	5,375,257	4,677,719	3,414,488
Barley, bushels.....	1,425,102	884,064	132,072	112,110
Rye, bushels.....	70,000	101,275	44,985	56,268
Timothy Seed, lbs.....	560,535	1,165,863	100,619	548,049
Clover Seed, lbs.....	84,200	277,190	55,456	260,645
Other Grass Seed, lbs.....	505,365	1,032,749	310,092	986,020
Flax Seed, bushels.....	126,720	510,076	12,042	13,694
Broom Corn, lbs.....	703,500	2,910,623	154,920	3,172,101
Hay, tons.....	22,500	25,376	1,061	1,275
Flour, bbls.....	509,061	703,708	330,665	565,536

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	57,398	116,362	97,790	123,103
Corn, bushels.....	741,471	1,153,022	295,022	811,404
Oats, bushels.....	505,406	378,047	379,469	172,534
Barley, bushels.....	37,060	28,000		8
Rye, bushels.....	15,375	61,724	2,616	2,215
Timothy Seed, bags.....	5,673	366	245	290
Clover Seed, hags.....	52		309	218
Other Grass Seed, bags.....	49	2,689	5,887	3,854
Flax Seed, bushels.....				
Broom Corn, lbs.....				
Hay, tons.....	13,334	10,812	8,932	5,885
Flour, bbls.....	80,849	98,831	44,412	62,223

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	29,781	39,548	27,300	13,817
Corn, bushels.....	902,951	1,046,583	341,327	343,505
Oats, bushels.....	860,112	526,080	356,823	60,376
Barley, bushels.....	926	1,088	2,028	
Rye, bu. and other cereals	2,100	1,400		
Flaxseed, bushels.....				
Hay, tons.....	5,341	7,059	792	897
Flour, bbls.....	5,827	4,052	2,142	2,236

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	74,545	161,468	7,237	8,589
Corn, bushels.....	449,783	330,571	24,497	75,281
Oats, bushels.....	215,358	298,290		35,928
Barley, bushels.....		22,811		
Rye, bushels.....	5,234	6,510		4,111
Flour, bbls.....	21,300	21,300	6,800	10,000

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	242,581	904,652	1,271,578	1,895,028
Corn, bushels.....			2,278	3,245
Oats, bushels.....	139,171	139,171	1,183,814	1,414,909
Barley, bushels.....	74,636	74,636	104,984	429,105
Rye, bushels.....	1,437	14,045	47,835	29,153
Flax Seed, bushels.....	61,382	303,180	828,647	2,122,794
Flour, bbls.....	370,460	184,110	409,980	289,590

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	1,171,000	918,000	886,000	839,700
Corn, bushels.....	1,285,000	847,800	1,020,000	612,900
Oats, bushels.....	537,000	308,400	373,500	159,600
Barley, bushels.....	20,000	30,000	1,000	1,000
Rye, bushels.....	6,000	7,200	1,000	2,400
Bran, tons.....	75	225	840	1,545
Flax Seed, bushels.....	1,600	800	2,400	
Hay, tons.....	74,800	8,480	19,400	3,950
Flour, bbls.....			79,600	62,600

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	419,760	407,440	75,559	53,585
Corn, bushels.....	219,450	161,500	111,983	113,165
Oats, bushels.....	559,000	666,200	321,831	521,572
Barley, bushels.....	613,700	746,050	388,443	322,994
Rye, bushels.....	56,000	57,600	9,700	10,800
Timothy Seed, lbs.....	30,550	38,380		107,055
Clover Seed, lbs.....		1,130		
Flax Seed, bushels.....	1,080	17,100		
Hay, tons.....	2,903	2,344	72	24
Flour, bbls.....	187,250	149,150	231,909	213,920
Feed, tons.....				

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....				60,883
Corn, bushels.....				
Rye, bushels.....				

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	4,089,380	3,947,220	1,591,180	921,900
Corn, bushels.....	200,490	183,550	67,380	38,100
Oats, bushels.....	1,929,640	1,585,690	445,580	854,510
Barley, bushels.....	500,890	336,490	195,400	287,070
Rye, bushels.....	34,880	63,890	16,200	37,600
Flax Seed, bushels.....	100,990	211,300	96,720	199,100
Hay, tons.....	2,020	2,306	50	402
Flour, bbls.....	19,855	25,773	921,296	1,196,119

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	2,265,807	1,647,789	2,392,189	1,431,903
Corn, bushels.....	372,053	1,177,256	238,275	1,185,079
Oats, bushels.....	181,189	1,167,126	155,958	963,636
Barley, bushels.....	71,558	175,973	82,846	445,384
Rye, bushels.....			4,105	
Flaxseed, bushels.....		67,983		
Flour, barrels.....	195,043	65,574	215,589	171,079

NEW ORLEANS—Reported by Fred Muller, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....		4,500		12,615
Corn, bushels.....	186,000	198,000	167,287	
Oats, bushels.....	199,000	196,000	5,455	
Clean rice pockets.....	66,931		115,051	
Hay, cars.....	206		336	
Flour, bbls.....	32,935	28,582	38,610	6,415

PHILADELPHIA—Reported by Charles F. Saunders, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	77,049	17,557		
Corn, bushels.....	360,941	429,029	350,140	341,312
Oats, bushels.....	499,794	321,410	190,162	
Barley, bushels.....	4,800	2,400		
Rye, bushels.....	800			
Timothy Seed, bags.....	200			
Clover Seed, hags.....	60			
Flax Seed, bushels.....	30,400	92,000		
Hay, tons.....	9,710	10,630		
Flour, bbls.....	127,261	159,578	68,348	74,263

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	495,900	562,500	1,334,395	1,327,955
" sacks.....	8,680	2,090	2,856	800
Corn, bushels.....	1,856,000	1,399,500	1,462,220	1,425,650
" sacks.....	1,938	170	15,715	50,798
Oats, bushels.....	1,305,450	1,169,100	1,180,525	979,945
" sacks.....	476	210	33,440	15,452
Barley, bushels.....		42,000	630	20,120
" sacks.....				2,306
Rye, bushels.....	5,000	18,000	10,110	18,565
" sacks.....	328	44		70
Grass Seed, sacks.....				
Flax Seed, bushels.....				
Mill Feed, tons.....				
Hay, tons.....	18,559	23,781	8,250	10,276
Flour, bbls.....	159,775	125,295	246,100	197,715

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	43,900	65,850	97,075	213,490
Corn, bushels.....	841,000	920,604	513,600	644,155
Oats, bushels.....	1,021,100	599,100	821,050	750,615
Barley, bushels.....		850		
Rye, bushels.....	2,800	9,600	6,035	5,434
Clover Seed, hags.....				

WHY SHIPPERS FAIL TO GET RELIEF.

A lawyer of St. Louis, quoted by a local newspaper, referring to the agitation for more railway legislation, said recently: "Some personal experience has shown me one reason why the state Railroad and Warehouse and Interstate Commerce Commissions do not give more relief and satisfaction to the public.

"When a case comes up before either, the railroads are represented by their very brightest traffic men and lawyers in important matters, while the shipper complaining represents himself. The railroad side of the case is put forward in the most plausible, able and thorough manner. The shipper knows his own particular grievance, and that is about all. He does not post himself in the law, he does not know how to handle the expert witnesses, and does not know what points to bring out.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

H. & C. Oakes, grain dealers at B'uffs, Ill., have sold out.

Miles A. Leach's elevator at Cornland, Ill., is closed for repairs.

An addition is being built to Seth Boughton's elevator at Crescent City, Ill.

The Nobbe Bros. Grain Co. has completed its new elevator at Litchfield, Ill.

Condon & Melaney have put in another dunup at their elevator in Tolono, Ill.

R. C. Cox has installed scales at Sherman, Ill., and is erecting a grain office.

Frank Dennis has installed a feed mill outfit in his elevator at Port Byron, Ill.

J. H. McCune of Ipava, Ill., will in another season remodel his larger elevator.

W. H. Barrett & Bro. are remodeling and enlarging their elevator at Owaneco, Ill.

J. A. Ellis is tearing down his elevator at Deer Creek, Ill., and moving it to Industry, Ill.

A new engine has been installed in the elevator of the Mundy-Settlemyre Co. at McVey, Ill.

Richard Cox of Princeville, Ill., is installing an improved Hall Distributor in his elevator.

The Browns Elevator Co. has been making some improvements to its elevator at Browns, Ill.

C. R. Waters has sold his interest in the grain business of Morrison & Waters at Pontiac, Ill.

Frank Sharp of Blandinsville, Ill., will operate the White Elevator at Warsaw, Ill., this season.

Inkster Bros. of Buckingham, Ill., are equipping their elevator with an improved Hall Distributor.

McFadden & Co. have purchased an improved Hall Distributor for their elevator at Oakford, Ill.

The La Rose Grain Co. is installing an improved Hall Distributor in its elevator at La Rose, Ill.

The Skillan & Richards Manufacturing Co. of Chicago has ordered two improved Hall Distributors.

Arrangements have been completed for the erection of the proposed farmers' elevator at Long Branch, Ill.

Myers Bros., Buena Vista, Ill., have moved their elevator four feet nearer the railway tracks and made necessary repairs.

The Wedron Grain Co. has purchased the elevator at Wedron, Ill., formerly operated by the Illinois Valley Grain Co.

The 20,000-bushel addition to J. M. Current's elevator at Homer, Ill., is completed and the total capacity is now 125,000 bushels.

Hettinger & King, grain merchants at Harmon, Ill., have dissolved partnership. The business will be continued by Frank Hettinger.

The Columbia Star Milling Co. of Columbia, Ill., is erecting four steel storage grain tanks with a combined capacity of 50,000 bushels.

The Tower Hill Elevator Co.'s elevator at Tower Hill, Ill., which was burned some time ago, will be rebuilt. C. R. Barton is an interested party.

The Younglove Construction Co. of Mason City, Iowa, has the contract to erect a 50,000-bushel elevator at Fairbury, Ill., for N. B. Claudon & Son.

Four steel grain tanks, with a combined capacity of 55,000 bushels, are being erected at the plant of the Valier & Spies Milling Co. in Marine, Ill.

Collins & Hopkins have completed their new 24,000-bushel elevator at Garrett, Ill. It was built by the Younglove Construction Co. of Mason City, Iowa.

Harry Allen of Broadlands, Ill., has purchased the interest of his partner, Mr. Anderson, in the elevator at Allerton, Ill., and will continue the business alone.

Barker & Collins have sold their elevator at Bondville, Ill., to the Evans Elevator Co. of Decatur. The new management has taken possession and is making improvements.

On June 17 Merritt Bros. & Co. sold their elevators on the 3-I and C. & A. railways at Dwight, Ill., to E. D. Vorhees of Ackley, Iowa. The consideration is reported at about \$13,000. Merritt Bros. & Co. will continue to operate the houses until August 1, after which they will be turned over to Mr. Vorhees. The sale was negotiated by J. M. Maguire of Campus, Ill. Merritt Bros. & Co.

still own and operate elevators at Blackstone and Nevada, Ill.

The H. A. Hillmer Co. of Freeport, Ill., has leased the elevator at Waddams Grove, Ill., and will conduct a grain, feed and fuel business. L. F. Keeley of Lena, Ill., is in charge of the house.

The firm of S. F. Epler & Son, Albion, Ill., has been dissolved. The grain, feed and seed business will be continued by S. F. Epler, while his son, Elbert, will take over the grocery business.

E. Walker & Son of Assumption, Ill., have sold their large grain elevator at Dunkel, Ill., to James F. Umpleby of Pana, Ill., for \$6,500. Mr. Umpleby owns elevators at Pana, Ohlman and Owaneco, Ill.

The Herscher Grain Co. has been incorporated at Herscher, Ill., with a capital of \$10,000 to deal in grain, lumber and fuel. Henry L. Wadleigh, Joseph E. Karscher and R. G. Gunnerson are the incorporators.

Henry Thobro of Bloomington, Ill., has purchased from Kirkpatrick, Lackland & Co. of Chenoa the elevator property at Ocoya, Ill. Mr. Thobro will erect a new elevator on the site of the old one and have it ready in time for the coming crop.

E. B. Fidler & Co. have purchased the elevator, grain and coal business of Quinn Bros. at Sullivan, Ill., and took possession July 10. The deal was consummated by C. A. Burks of Decatur, Ill. E. B. Fidler was formerly of the Broadlands Lumber Co., Broadlands, Ill., and still retains an interest in that plant. The new firm expects to make some improvements to the elevator at Sullivan and will conduct the business in an up-to-date manner. Quinn Bros. have not announced their exact intentions, but it is understood that one, and probably both, will go West for the health of the members of the families. Sullivan is a good grain point and the elevator is located in the east part of the city on the I. C. right-of-way.

THE DAKOTAS.

The fourth elevator is being built at Wakonda, S. D.

A farmers' elevator may be built at Esmond, N. D.

Julius Hollst will erect an elevator at Galveston, N. D.

The new Atlas Elevator at Brookings, S. D., is completed.

The Powers Elevator Co. is erecting an elevator at Steele, N. D.

M. King will remodel and enlarge his grain elevator at Utica, S. D.

C. W. Bremer's new elevator at Bemis, S. D., is reported completed.

The McCaull-Webster Elevator Co. is building a new elevator at Utica, S. D.

The contract for the new farmers' elevator at Granville, N. D., has been let.

F. L. Wheeler will erect a warehouse adjoining his elevator at Scotland, S. D.

The Atlantic Elevator Co. has been remodeling its elevator at Courtenay, N. D.

A. N. Carlisle has bought the Cargill elevators at Woonsocket and Lane, S. D.

The new 30,000-bushel elevator of Faris & Gray at Flandreau, S. D., is completed.

A farmers' co-operative elevator company has been organized at Kathryn, N. D.

Ole Gilbertson is building an 11,000-bushel elevator on his farm near Towner, N. D.

George Shannard of Bridgewater, S. D., is remodeling his elevator at Menno, S. D.

Leigheart Bros. of New Rockland, N. D., are building an elevator at Goodrich, N. D.

A. O. Cornwall will at once rebuild his elevator at Hunter, N. D., which burned recently.

Don Livingston of Watertown, S. D., has completed his new elevator at Appleby, S. D.

The Mandan Mercantile Co. is reported about to erect a large elevator at Mandan, N. D.

The Manfred Farmers' Elevator Co.'s 30,000-bushel elevator at Manfred, N. D., is completed.

The Plymouth Elevator Co. has been chartered at Sioux Falls, S. D., with a capital stock of \$50,000.

The Farmers' Grain Co. of Starkweather, N. D., capitalized at \$100,000, has been granted a charter.

The Farmers' Elevator Co. of Wentworth, S. D., will erect a 25,000-bushel elevator at Chester, S. D.

The Farmers' Elevator Co. of Grover, S. D., has purchased Harper Bros.' new elevator at that place.

A 40,000-bushel elevator will be built at Litchville, N. D., by the newly organized Farmers' Elevator Co.

H. De Camp of Woonsocket, S. D., and W. B. Hatch of Minneapolis have purchased Frank Morrison's elevators at Mission Hill and Yankton, S. D. The new owners will make extensive im-

provements to the elevators and handle fuel in connection.

The Langford Farmers' Elevator Co. of Langford, S. D., has been incorporated with a capital of \$5,000.

A recent attempt to organize a farmers' elevator company at York, N. D., failed to develop much enthusiasm.

A new engine house has been erected at the St. Anthony & Dakota Elevator Co.'s elevator in Arthur, N. D.

A stone foundation has been placed under the St. Anthony & Dakota Elevator Co.'s house at Bisbee, N. D.

The Farmers' Elevator Co. of Kindred, N. D., has purchased the St. Anthony & Dakota Elevator at that point.

The Farmers' Union Elevator Co. of Webster, S. D., is making some improvements to its elevator at Sisseton, S. D.

The Brinsmade Farmers' Elevator Co. of Brinsmade, N. D., capitalized at \$15,000, has been granted a charter.

The Farmers' Mill and Elevator Association of Devils Lake, N. D., has been incorporated with a capital of \$50,000.

At the annual meeting of the Cummings Farmers' Elevator Co. of Cummings, N. D., a 50 per cent dividend was declared.

Four elevators will be built at Clyde, five at Calvin and six at Sables, N. D., all new towns on the Great Northern road.

A. A. Truax has his new elevator at Hartford, S. D., about ready for business. It replaces the one burned a few months ago.

The Farmers' Elevator Co. of Corona, S. D., has been granted a site and will build an elevator on the C. M. & St. P. right-of-way.

The contract for the erection of the Farmers' Elevator at Great Bend, N. D., has been let and construction work is now in progress.

The McCaull-Webster Elevator at Lesterville, S. D., has been purchased by a party who will convert it into a dwelling and store building.

The Farmers' Elevator Co. of Courtenay, N. D., has let the contract for the erection of an 80,000-bushel elevator to the Bushnell Co. of Minneapolis.

The Thorpe Elevator Co. is building a 25,000-bushel elevator at Hove, a new town in Sargent County, N. D., between Milnor and Gwinner on the N. P. Railway.

The Farmers' Co-operative Elevator Association of Valley City, N. D., has let the contract for the erection of a 40,000-bushel elevator to G. T. Houtstain of Minneapolis.

At the annual meeting of the Farmers' Elevator Co. of Hartford, S. D., E. Bonham was elected president and J. D. Love secretary. W. J. Hunt was engaged as grain buyer.

The new elevator of the Moody County Grain Co. at Egan, S. D., will be ready for operation the latter part of this month. L. O. Hickok of Minneapolis, Minn., is the contractor.

The Kenmare Farmers' Elevator Co. of Kenmare, N. D., has been incorporated, with a capital of \$10,000. A site has been secured and a 20,000-bushel elevator will be erected at once.

Helgersen Bros. of Kenmare, N. D., will build half a dozen elevators on the extension of the Great Northern in Bottineau County, N. D. They already have an elevator at Omamee, that county.

A meeting of the stockholders of the Farmers' Mill and Grain Co. of Milnor, N. D., will be held on August 1 for the purpose of voting on a proposition to increase the capital stock from \$15,000 to \$50,000.

Leroy Booker, a grain dealer of Armour and Platte, S. D., has purchased the Shannon & Mott Co.'s elevator at Wagner, S. D., and taken possession. Ralph Carper will continue as manager of the house.

The Eureka Flour, Feed and Cream Co. of Eureka, S. D., has purchased the Crown Elevator at Hosmer, S. D. It has a capacity of 25,000 bushels and will be operated under the management of William Keim.

Farmers in the vicinity of Lyons, S. D., have organized a stock company for the purpose of erecting and operating a grain elevator. The company will have a capital of \$10,000. W. F. Kelly is president and Alfred Anderson, secretary.

The Hoit Grain Co. of Minneapolis, which recently purchased the Delaney line of elevators on the Great Northern west of Minot, N. D., has decided to erect other elevators in that territory. One of these will be at Palermo, N. D.

The new Edgeley-Dawson extension has been completed from Edgeley to Gackle, N. D., a distance of thirty miles. Applications have been made for elevator sites at the following new towns on this road: Four at Gackle, three at Jud (Gun-

thorpe P. O.), two at Deasam and one at Alfred, N. D.

C. C. Ireys' new elevator at Washburn, N. D., is completed and he is now erecting another in the new town of Coalharbor, N. D.

The Farmers' Shipping Association of Brookings, S. D., held its annual meeting on June 24 and re-elected the old board of directors. O. J. Otterness is president and H. H. Korstad, secretary. William Paul was reengaged as manager of the elevator.

The stockholders of the Farmers' Elevator Co. of Millbank, S. D., held their annual meeting on June 27. A dividend of 60 per cent was declared. The company was formed seven years ago. William Schafer was reelected president and F. B. Roberts, secretary.

The Taft Farmers' Elevator Co. of Taft, N. D., held its annual meeting on June 24 and elected Asle Engebretson, president, and E. O. Ellingson, secretary-treasurer. The company handled about 215,000 bushels of grain during the past year and a dividend of 60 per cent was declared.

The line of the Farmers' Grain and Shipping Co. in North Dakota will be completed by August 1, according to reports from Devils Lake, the headquarters of the company. This line extends from Starkweather to Rock Lake, N. D., thirty miles, and is known as the Devils Lake & Northern.

The Farmers' Elevator Co. of Honeyford is the style of the new co-operative organization which has been chartered at Honeyford, N. D., with a capital of \$50,000. A site has been asked for on the Northern Pacific right-of-way and an elevator will be built. Charles J. Foss is president and William Erb, secretary.

OHIO, INDIANA AND MICHIGAN.

The new elevator at Leonard, Mich., is nearly completed.

The Vickery Grain Co. will erect hay sheds at Vickery, Ohio.

R. G. Risser has disposed of his grain business at Oxford, Ind.

The elevator at Kimmell, Ind., has been overhauled and repaired.

The new elevators at Southworth, Ohio, are ready to receive grain.

Moon & Sheahan succeed Grewell & Kilbury in the grain business at Plain City, Ohio.

The South Side Grain Co., capitalized at \$25,000, has been organized at Indianapolis, Ind.

Day & Williams of Caledonia, Ohio, will build an elevator at Slicks Station, that state.

J. C. Boyer & Co. are erecting an elevator at Waterloo, Ind., adjoining the Nodine Mills.

Finch Bros.' elevator at North Liberty, Ind., has been remodeled and a new cupola built.

Wilson & Kaufman are succeeded in the grain business at Plain City, Ohio, by C. H. Taggart.

Vent & Riddle of Sedalia, Ohio, have installed an improved Hall Distributor in their elevator.

The Richmond Elevator Co. will build a modern grain elevator at Richmond, Mich., this summer.

The Philip Smith Co. is building a 15,000-bushel elevator at New Madison, Ohio, for T. J. Bloom & Son.

Shriver Bros., grain and feed dealers at Salem, Ohio, have just completed a new warehouse and office.

Robert Bell of Indianapolis, Ind., has purchased the elevator at Atkinson, Ind., taking possession July 1.

William Guthrie has sold his warehouse, hay and grain business at Marengo, Ohio, to T. W. Babcock.

Theodore Reed & Son have installed a new set of Fairbanks Scales at their elevator in Rushville, Ind.

R. B. Gordon is building an 8,000-bushel elevator at Irwin, Ohio; plans by the Philip Smith Co. of Sidney, Ohio.

A new 12-horsepower gasoline engine has been installed in T. J. Winget & Son's elevator at North Linden, Mich.

Ed. McCue of Arcanum, Ohio, is building an elevator at Pittsburg, Ohio, from plans by the Philip Smith Co., Sidney, Ohio.

Mr. Hall has purchased his partner's interest in the grain firm of Hall & Moon at Plain City, Ohio, and succeeds to the business.

D. L. Leas has his new 15,000-bushel elevator at Waterloo, Ind., ready for operation. It will be operated by a gasoline engine.

The Union Elevator Co. of New Richmond, Ind., passed into the hands of a receiver on July 6, on petition filed in the Circuit Court by James Withrow, a stockholder. The company is capitalized at \$10,000 and has been doing business at New Rich-

mond for two years. There is an outstanding indebtedness of \$11,000. Enoch F. Haywood was appointed receiver.

L. B. Fox, formerly of Mohicanville, has leased the Clugston Elevator at Mansfield, Ohio, and will handle grain, seeds, wool, etc.

The Dingledine Grain Co. is building a 12,000-bushel elevator at Buckland, Ohio, from plans by the Philip Smith Co. of Sidney, Ohio.

Sneak thieves carried away 1,600 pounds of binder twine from Henderson & Coppock's elevator at Laura, Ohio, one night recently.

The Berne Grain and Hay Co. of Berne, Ind., has installed a 40-horsepower boiler and 30-horsepower engine in its elevator at Geneva, Ind.

The New Vienna Grain Co. is building an 8,000-bushel elevator at New Vienna, Ohio. The Philip Smith Co. of Sidney, Ohio, made the plans.

The Stockbridge Elevator Co. of Jackson, Mich., has purchased the property and business of the Potterville Elevator Co. at Potterville, Mich.

The Crabbs, Reynolds & Taylor Co. of Crawfordsville, Ind., has been overhauling and repairing its elevators at New Market, West Point and Reynolds, Ind.

John Spreng is building a grain elevator at the siding known as Spreng's Crossing on his farm about two and one-half miles from Jeromeville, Ohio.

H. B. Whittenberger has sold his elevator at Larwill, Ind., to George Ream, who will move it to a site on the opposite side of the Pennsylvania tracks.

The Pierce Elevator Co. has been incorporated at Union City, Ind., with a capital of \$30,000. Clarence S. Pierce, C. C. Fisher and Charles L. Northlane are the incorporators.

The Farmers' Co-operative Elevator Co. of Lenox, Mich., held a meeting July 8 at which a plan of reorganization was considered which would place the concern on a better basis financially.

A. B. Taylor has been elected president of the Interstate Grain Co. of Cincinnati, Ohio, and will have the active management of the business. He was formerly connected with the Southern Grain Co.

The recently incorporated Isbell-Brown Co. of Lansing, Mich., has purchased the elevator in that city owned by F. B. Nims & Co. The company will handle beans, grain and seeds. W. N. Isbell is manager.

An annex, 24x30 feet and four feet higher than the present structure, is being built to the Mason Elevator Co.'s elevator at Mason, Mich. It will contain six bins, each having a capacity of about 1,300 bushels.

C. H. Johnson, in charge of the general store at Walls, Ind., has had plans prepared by the Lake Shore Railroad Co. for an elevator at his station, with a view of taking a lease on the property and entering into the grain business.

C. E. Carpenter, who last winter sold his interests at Marcellus, Mich., and went South to engage in the lumber business, has returned to Michigan and is now operating an elevator which was recently completed at Schoolcraft, that state.

R. M. Sims has sold his elevator at Scircleville, Ind., to Charles Ashpaugh and J. T. Sims of Frankfort, Ind. The consideration was \$15,000. J. T. Sims is the owner of an elevator at Frankfort and also buys grain at Cyclone, Ind., and other nearby points.

The wholesale grain, flour and seed business of William H. Small & Co. at Evansville, Ind., has been incorporated under the same style, with a capital of \$200,000. The directors are: William H. Small, John F. Kuhn, Robert Ruston, John Reimer and Perley C. Newlin.

A tile tank storage and transfer elevator is under construction for the Lake Shore & Michigan Southern Railroad at Indiana Harbor, Ind. The house is being built by the Barnett & Record Co. of Minneapolis, Minn., and will have a storage capacity of 550,000 bushels. The contract calls for the completion of the work by October 1.

John W. McCardle has sold his elevator at New Richmond, Ind., to A. E. Malsbary, who is now operating an elevator at Francesville, Ind., owned by the Crabbs, Reynolds & Taylor Co. The consideration is \$19,000 and Mr. Malsbary takes possession September 1. It is stated locally that other parties are interested with him in the enterprise, but that he will have charge of the house.

The Hartley Grain Co. has sold its elevator at Goodland, Ind., to Rich Bros. & Harrington. The new ownership consists of Rich & Harrington, grain dealers of Remington, Ind., and Frank and Bert Rich of Goodland. It is said that the last named parties will probably sell their old elevator at Goodland. C. W. Hartley, of the selling company, will operate the Percy Elevator and main-

tain an office in Goodland and A. E. Hartley has accepted a position in Chicago.

The Richmond Elevator Co., well known throughout the state of Michigan, has decided to erect a new elevator at Lenox, Mich. The company operates a bean and grain elevator at that point now, but owing to the growing needs of the business and in anticipation of a large grain crop this year, a new house of 20,000 bushels' capacity was decided upon. The present elevator, which has a capacity of 10,000 bushels, is to be used for the handling of beans.

EASTERN.

C. Frank Kimball is building a grain warehouse in Salem, N. H.

Buck & Hatton will build a grain warehouse in Lebanon, N. H.

H. J. Courser has engaged in the grain business at Plymouth, N. H.

Capt. W. L. Case's new grain store in Hyannis, Mass., is completed.

J. E. Kent's new grain warehouse at Newmarket, N. H., is completed.

William H. Kliburn has sold his grain business at Portsmouth, N. H.

An addition is being built to George Hunt's grain elevator at Chappaqua, N. Y.

H. Wallace Blanchard has engaged in the hay and grain business at Avon, Mass.

I. B. Camp has opened a wholesale and retail grain and feed store in Dover, N. H.

The Marlboro Grain Co. of Marlboro, Mass., has built an addition, 10x50 feet, to its warehouse.

Miner & Crehore are erecting a small grain elevator near their present building in Chicopee, Mass.

The new grain elevator of the Holmes, Keeler & Selleck Co. at Norwalk, Conn., is nearing completion.

The Eastern Grain Co. of Bridgewater, Mass., is erecting an addition, 40x60 feet, to its present building.

The Cutler Grain Co. of North Wilbraham, Mass., is erecting a warehouse in South Framingham, Mass.

Chandler & Green have sold their grain business in Wilmington, Vt., to Verne L. Adams of West Dover, Vt.

A. F. Greening & Co., Wilmington, Del., have incorporated with a capital of \$100,000 to deal in grain, cotton, etc.

E. F. Richardson has bought the old Lavender grain warehouse in Millis, Mass., and will convert it into a dwelling.

Frank Herrick has sold his grain, feed and lumber business at Rhinebeck, N. Y., to Thaddeus J. Herrick of Hyde Park, N. Y.

The feed and grain store of Daniel Mapes Jr., in New York City was burglarized recently, the robbers securing \$150 for their trouble.

S. D. Hunsberger & Co.'s new 175,000-bushel elevator on North American Street, Philadelphia, Pa., is about ready for operation. The firm handles grain, hay, feed, etc.

James Stewart & Co. of Chicago have the contract for the erection of a grain elevator, 29.5x85 feet, at 3042 Market Street, Philadelphia, Pa., for the Quaker City Flour Mills Co.

The Eaton & Kelley Co. has been incorporated at Pawling, N. Y., with a capital of \$20,000, to deal in flour, grain and feed. L. F. Eaton, D. P. Barry and Van Ness Kelley are the incorporators.

The Hingham Grain Mill has been chartered at Hingham, Mass., with a capital of \$20,000, to deal in grain, hay, straw, etc. The officers are: President, Benjamin Andrews; treasurer, B. W. Meservy.

Work on the new grain elevator and warehouse of the W. N. Potter Grain Co. in Gardner, Mass., is in progress. The building will be 60x136 feet in dimensions, the warehouse portion being two stories and the elevator four stories high.

Sitley & Son, whose elevator and warehouse in Camden, N. J., were burned about three months ago, have taken out a building permit for the erection of an elevator, 116x124 feet, and a warehouse, 109x117 feet, adjoining. Two other warehouses will be built later.

F. A. Lincoln & Co., hay and grain dealers at Worcester, Mass., have dissolved partnership and the business has been sold to E. A. Cowee, who owns a number of grain stores in Worcester and other points. The dissolution of the firm of Lincoln & Co. marks the retirement from active business of F. A. Lincoln, who has been in that line for more than twenty-five years. Mr. Lincoln located at Worcester in 1880, and at once formed a partnership with H. H. Houghton and J. B. Garland, under the firm name of Houghton, Garland

& Lincoln. A year later, the other two partners bought out Mr. Houghton's interest, and for the following ten years conducted the business under the name of Garland & Lincoln. In the early '90's A. M. Thompson was taken into the firm, the name then being Garland, Lincoln & Co. These three men did business together until July 1, 1898, when the co-partnership was dissolved, and each acquired one of the firm's stores.

MINNESOTA AND WISCONSIN.

S. M. Schaak is building a flat house at Jordan, Minn.

A farmers' elevator company will be organized at Vesta, Minn.

Quinn Bros. are about to erect a new elevator at Litchfield, Minn.

The new elevator at Beldenville, Wis., is about ready for operation.

Peter Lauer & Co. have sold their grain business at Lomira, Wis.

Another elevator is to be built at Clara City, Minn., this summer.

E. J. Smith of Shindler, S. D., will erect an elevator at Murdock, Minn.

The Prairie Elevator Co. has been enlarging its elevator at Orleans, Minn.

The new Zemple Elevator at Dumont, Minn., is reported about completed.

The Crown Elevator Co.'s new elevator at Dumont, Minn., is completed.

S. C. Johnson's new elevator at Crookston, Minn., is completed and in operation.

The Farmers' Elevator Co. of Pelican Rapids, Minn., has completed its elevator.

A new foundation has been placed under the Thorpe Elevator at Hancock, Minn.

J. W. Gates has sold his grain and coal business at Rochester, Minn., to H. M. Dixon.

The contract for the erection of the Farmers' Elevator at Olivia, Minn., has been let.

The elevator at Bongard, Minn., has been remodeled and equipped with a gasoline engine.

The Monarch Elevator Co. is remodeling and enlarging its elevator at Long Prairie, Minn.

The Farmers' Elevator Co. of Edgerton, Minn., has bought the Parks Elevator at that place.

The old elevator at Bethany, Minn., is being torn down and a new one will be erected on the site.

The Minnesota & Western Elevator Co. has remodeled and painted its elevator at Holland, Minn.

The Walter Bowman Elevator Co. of Sioux Falls, S. D., is building an elevator at Grogan, Minn.

The elevator at Springfield, Minn., owned by the J. B. Schmid Estate, has been undergoing repairs.

The Farmers' Elevator Association at Henning, Minn., will lease its elevator to other parties this season.

A 10,000-bushel steel storage tank is being erected at the Ebner Milling Co.'s plant in Wadena, Minn.

E. L. Williams has sold his elevator and feed mill at Arco, Minn. The new owner secures possession July 15.

The Monarch Elevator Co. is remodeling its flat house at Swanville, Minn. It will be operated by a gasoline engine.

Farmers around Lismore, Minn., have subscribed \$3,000 for the purpose of building or buying an elevator.

The Wolverton Elevator Co. of Wolverton, Minn., has filed articles of incorporation with a capital of \$10,000.

The Northwestern Elevator Co. has put a stone foundation under its house at Green Valley, Minn., and erected coal sheds.

The Dakota Elevator Co. has sold its house at Winnipeg Junction, Minn., to the Federal Elevator Co. of Minneapolis.

The recently organized Farmers' Elevator Co. of Milan, Minn., will buy the old mill site there and erect an elevator on the same.

Jamieson & Havenor's elevator at Afton, Minn., was entered by burglars recently. The robbers secured \$8, all the safe contained.

It is announced that the Foley (Minn.) Commercial Club is trying to induce the George Tilston Milling Co. to build an elevator there.

The old flat house of the Davenport Elevator Co. at Trosky, Minn., has been torn down and a modern elevator is being erected on the site.

The Western Elevator Co. has torn down its old elevator at Zumbro Falls, Minn., and is erecting a new one of 30,000 bushels' capacity on a different

site nearby. The new elevator will be 24x32 feet and 40 feet high. It will be operated by a gasoline engine.

A branch of the Farmers' Union was organized at Mapleton, Minn., on July 3 with thirty members. H. H. Neller is president and J. B. Dally, secretary.

The Red Lake Falls and Crookston Milling Co. of Red Lake Falls and Crookston, Minn., is erecting large elevators at Nielsville and Climax, Minn.

The contract for the Walter Bros. Brewing Co.'s new grain elevator at Menasha, Wis., has been let and work commenced. It will cost about \$25,000.

The Farmers' Elevator Co. of Holloway, Minn., is erecting an elevator. It will be located between the Interstate and the Winters & Ames elevators.

Peter Jorstad has sold his elevator and grain business at Baldwin, Wis., to the New Richmond Roller Mills Co. of New Richmond, Wis., possession being given July 1.

Alex Simpson has commenced the erection of his new elevator at Wheaton, Minn. His old house has been moved to make room for the construction of the new one.

The Farmers' Independent Elevator Co. has been chartered at Russell, Minn., with a capital stock of \$10,000. Robert Neill is president and James Brophy, vice-president and secretary.

The recently incorporated Welcome Farmers' Elevator Co. of Welcome, Minn., capitalized at \$10,000, has purchased the S. Y. Hyde Elevator Co.'s house, taking possession July 1.

The Farmers' Co-operative Elevator Co. is the style of the new farmers' organization at Hastings, Minn., capitalized at \$10,000. E. C. Murray is president and W. H. O'Connell, secretary.

The Western Elevator Co. will rebuild its elevator at Owatonna, Minn., which was destroyed by fire some months ago. George L. Beck of Fenton, Iowa, will have charge as manager.

Edward Danielson has moved from Owatonna, Minn., where he has been operating an elevator, to Red Wing, that state, and will engage in the grain business in partnership with his father.

Sage Bros., grain dealers of Avoca, Minn., have purchased the old Tisdale Elevator at Slayton, Minn., and are remodeling it and installing a gasoline engine. The firm has sold its elevator at Hills, Minn.

Charles A. Liem and P. K. McMurtrey have purchased the Hubbard & Palmer Co.'s elevator at Bingham Lake, Minn., and will carry on a general grain, feed and fuel business under the firm name of Liem & McMurtrey.

J. P. Coffey, who owns and operates a flour mill at Luverne, Minn., has purchased Howard & Bemis' elevator at Trosky, Minn. G. C. Bunday has been retained as manager. Mr. Coffey will also build an elevator at Ellsworth, Minn.

The Farmers' Co-operative Elevator Co. of Lake Wilson, Minn., has finally decided not to build and has purchased the elevator owned by the Hubbard & Palmer Co. The consideration was \$3,500, possession being given July 1.

The Long Prairie, Minn., branch of the Farmers' Exchange will commence work on its 20,000-bushel elevator as soon as the railroad company grants the request for a site. The new house will contain a feed mill outfit and dump scales and will be operated by a gasoline engine.

The Hardwick Farmers' Elevator Co. of Hardwick, Minn., held its first annual meeting on June 26. The reports of the various officers showed a total deficit of \$700. All the old members of the board of directors were reelected with the exception of M. L. Wahlert, the president, who was succeeded by P. T. Petersen.

The Rippe Grain and Milling Co. has been chartered at Fairmont, Minn., with a capital of \$100,000. The incorporators are: Henry Rippe, his son, Robert H. Rippe, and Louis J. Frase, all of Fairmont. The company was formed to take over Mr. Rippe's milling business at Ceylon and Fairmont, Minn., together with a part of his line of elevators.

All the elevator properties of the S. Y. Hyde Elevator Co. of La Crosse, Wis., will be disposed of at once and the business discontinued. Negotiations for the sale of the houses are now in progress and they will all be disposed of within a few weeks. The elevators, fifty-four in number, are located along the line of the Southern Minnesota division of the Milwaukee road. They are valued at between \$250,000 and \$300,000. It is stated that they will be disposed of to outside parties entirely and will probably not be sold in a bunch. The company has been gradually selling its elevators for several months with the intention of going out of business. Mr. Hyde has been in the grain trade for thirty years, and ever since the foundation of the company he has been its active head. He has other large interests and

will now give them his entire attention. The other officers of the company are: C. E. Bennett, vice-president; R. S. Hyde, secretary, and F. L. Goddard, assistant secretary. The offices in the Batavia Bank Building at La Crosse will be continued under the management of Mr. Goddard until the affairs are wound up.

T. A. Whiting, who has been in the grain trade at Rochester, Minn., since 1872, has closed his elevator and retired from active business. He has taken this step on account of his advanced age, as he desires to be free from the cares of business. Mr. Whiting will probably dispose of his elevator. His sons, who have been associated with him, will locate elsewhere.

At the annual meeting of the Hector Elevator Co., held at Hector, Minn., on June 24, a dividend of 100 per cent was declared. During the past year the company handled 117,991 bushels of grain. A board of ten directors and the following officers were elected for the ensuing year: President, E. M. Ericson; vice-president, E. J. Butler; secretary, A. B. Anderson; treasurer and manager, John Hokanson.

The St. Paul Union Stockyards Co. will spend \$138,000 on improvements in South St. Paul, Minn. Of this, \$35,000 will be expended in the erection of a grain elevator and hay warehouse. The elevator will consist of a 50,000-bushel steel storage tank with a working house adjoining. A power plant will also be built. The company will extend its railway trackage and shipping facilities at a cost of \$66,000 and spend \$37,000 on other improvements in the yards.

MISSOURI, KANSAS AND NEBRASKA.

The Omaha Elevator Co. is building a new elevator at Monroe, Neb.

G. W. Venner has sold his grain business at Eagle, Neb., to E. R. Betts.

Allen & Staples, grain dealers at Nelson, Mo., are succeeded by Thorp & Bush.

J. N. McNeese's new elevator at Hughesville, Mo., is about ready for business.

Cobb & Varner have succeeded L. F. Cobb in the grain business at Odessa, Mo.

The L. L. Coryell Grain Co. of Auburn, Neb., is erecting an elevator at Talmage, Neb.

A. L. Key & Co. have succeeded N. Gennette & Co. in the grain business at Aurora, Kan.

Arrangements have been completed for building a co-operative elevator at Pickrell, Neb.

Frerking Bros. have succeeded J. G. Goodwin & Son in the grain business at Blackburn, Mo.

Joseph McGuire is equipping his elevator at Benson, Neb., with an improved Hall Distributor.

The New Era Milling Co. of Arkansas City, Kan., has been overhauling and repairing its corn elevator.

The Farmers' Grain and Stock Co. of Prosser, Neb., capitalized at \$30,000, has been granted a charter.

The C. A. Dayton Grain Co.'s new elevator on the Burlington right-of-way at St. Joseph, Mo., is completed.

The Border Queen Mill and Elevator Co. of Caldwell, Kan., has bought the Miller Elevator at Blackstone, Kan.

A farmers' organization with a capital of \$5,000 has been formed at McPherson, Kan., to build a co-operative elevator.

The new 15,000-bushel Farmers' Elevator at Silica, Kan., is about ready for operation. It is of frame, metal clad.

The Lindsborg Milling and Elevator Co. of Lindsborg, Kan., is erecting a 40,000-bushel elevator near its present elevator.

The Brock Grain Co., a farmers' organization, has been incorporated at Brock, Neb., and purchased one of the local elevators.

William Widder has sold his interest in the grain, flour and seed business of Widder Bros., at Madison, Kan., to his brother, J. S. Widder.

J. B. Loughran writes from Scott, Kan., that he is about to erect an elevator there. Mr. Loughran was at one time with the McFarlin Grain Co.

The 40,000-bushel steel storage tank at the milling plant of Stein & Lance in Cape Girardeau, Mo., is completed. The tank is divided into six bins.

The addition to G. W. Butterfield & Co.'s elevator at Table Rock, Neb., is completed. The house has been equipped with an improved Hall Distributor.

O'Neil, Kaufman & Pettit of Kiowa, Kan., have sold their elevator on the Santa Fe right-of-way at Hazelton, Kan., to Kelly Bros. of Corwin, Kan.

Carrington, Patton & Co. on June 28 purchased from John Kelley three-fourths of an acre of land along the Chicago, Rock Island and Pacific tracks in Kansas City, Kan. The land lies west of the Terminal and the Rock Island elevators. It is said to be the intention of the purchasers to erect

a small elevator or buy the Rock Island Elevator and move it onto the tract.

Edgar Johnson has sold his elevator, grain, fuel and live stock business at Huron, Kan., to Clark Bros. of Shannon, Kan., who have taken possession.

Monroe T. Conner and L. Higgins have purchased the warehouse in Auburn, Neb., owned by Blessing & Tankersly and are erecting an elevator on the site.

T. O. Gibbon has bought the remainder of the old Santa Fe Elevator at Burlington, Kan., and will use the material in constructing a new elevator at Hartford, Kan.

Farmers of what is known as the Pohocco precinct, across the Platte River from Fremont, Neb., are organizing a company to build a co-operative elevator on the new railroad.

Superintendent Ayre of the Santa Fe is responsible for a report that California parties contemplate erecting a large cleaning and storage elevator and flour mill in Kinsley, Kan.

The Brinson-Waggoner Grain Co. of St. Louis, Mo., has changed its corporate name to the Waggoner Grain Co. The business will be continued as heretofore with E. L. Waggoner as president, and B. L. Slack, secretary and treasurer.

The Atlas Elevator Co. has torn down its old elevator at O'Neill, Neb., and is erecting a modern 30,000-bushel house on the site. It will be completed in time to handle new crop wheat. Steve McNichols will have charge as manager.

The Thorstenberg Grain Co. of Lindsborg, Kan., has leased its string of elevators on the Missouri Pacific, some twenty in number, to the Hall-Baker Grain Co. of Kansas City, for the present season. The houses are all located in the wheat belt of Kansas.

Work on the new elevator for the Sutton Farmers' Grain and Stock Co., at Sutton, Neb., is in progress and it will be completed in time for handling new crop wheat. The building will be 55 feet high and 24x36 feet in dimensions, with a capacity of 20,000 bushels.

The contract for the new Farmers' Elevator at Bartley, Neb., has been let and it is to be completed by August 1. It will cost \$4,575. A full line of Howes cleaning machinery and a Hall Distributor will be installed. The elevator will have a storage capacity of 20,000 bushels.

George T. Fielding & Sons are erecting a 12,500-bushel elevator in the Rock Island yards at Manhattan, Kan. It will be of frame, metal clad, and cost about \$4,500. A sidetrack will be put in to furnish shipping facilities. The elevator will be completed by September or October.

Work has been commenced on the Robb-Bort Grain Co.'s new 75,000-bushel grain elevator in Wichita, Kan. It will be practically fireproof, consisting of steel storage tanks, with a working house and power plant adjoining. The tanks will rest on a concrete foundation supported by concrete piers. The elevator will be rushed to completion as rapidly as possible.

Merriam & Holmquist have taken out a building permit for the erection of their new storage and transfer elevator at Fifteenth and Manderson streets, Omaha, Neb. The main building will be of frame, metal clad, 42x56 feet in dimensions and 133 feet high. It will cost, with the sheds and other additions, about \$40,000. Seeley, Son & Co. of Fremont, Neb., are the architects and contractors.

The machinery is being installed in the new mill and elevator of the Red Star Mill and Elevator Co. in Wichita, Kan. The elevator is located about sixty feet from the mill building and consists of a working house, with tank storage adjoining. The power plant is situated between the mill and elevator. Two sidetracks have been built to furnish shipping facilities, one from the Santa Fe and the other from the Missouri Pacific.

W. M. Chelf of Geneseo, Kan., has traded his elevator on the C., R. I. & P. Railway at Scandia, Kan., to E. W. Belfield for a one-half interest in the La Crosse Mill and Elevator Co. at La Crosse, Kan. Mr. Chelf expects to take charge of the milling property at once and operate it in connection with his string of elevators on the Missouri Pacific Railway. Mr. Belfield will locate in Scandia and operate the elevator acquired from Mr. Chelf.

The Blenkiron Grain Co. is a new corporation, which has opened general offices in Sioux City, Iowa. The officers are: J. E. Blenkiron of Sioux City, president and secretary; L. S. Blenkiron of Randolph, Neb., vice-president and treasurer; Simon Fritson of Randolph, manager and traveling superintendent. At present the company has elevators at Wareham and Randolph, Neb., and is building others at Dixon, Brunswick, Belden and Plainview, Neb. Another line of elevators will be built on the new Ashland extension, now being constructed from Sioux City, Iowa, to Ashland, Neb.,

by the Great Northern Railway. F. W. Cox will have charge of the elevator at Randolph, Schuyler Fox at Belden and a Mr. De Mere at Dixon.

The recently chartered Conrad Grain and Elevator Co. of Wood River, Neb., has taken over the elevator and business at that place formerly conducted by the Conrad Grain Co.

The C. B. Gaunt Grain Co. is rebuilding and enlarging its elevator in Wichita, Kan. When the company acquired the house some time ago it was found to be too small for the needs of the business. The elevator will be used as a cleaning and transfer house for the company's line of elevators and when the present improvements are completed it will have a storage capacity of 50,000 bushels. A full line of new machinery will be installed, including a No. 7 Barnard & Leas Separator. The capacity of the cleaning department will be 1,200 bushels of grain an hour and the handling capacity 2,500 bushels an hour. A 50-horsepower Olds Gasoline Engine will be put in to operate the machinery. The building will be so arranged that steel storage tanks can be erected adjoining it later if required. When the work now under way is completed the entire elevator will be practically new throughout.

IOWA.

A large elevator is being erected in Aredale, Iowa.

A Mr. Woof will erect a 20,000-bushel elevator at Stuart, Iowa.

A farmers' elevator proposition is being agitated at Sibley, Iowa.

The new Hamilton Elevator at Modale, Iowa, is about completed.

A farmers' elevator company is being organized at Ottosen, Iowa.

The Thorpe Elevator Co. has completed its new house at Hinton, Iowa.

The Farmers' Elevator Co. of Alvord, Iowa, has purchased the Barber Elevator at that place.

A co-operative elevator company has been formed to build an elevator at Wightman, Iowa.

The J. H. Hamilton Co. is equipping its elevators at Modale, Iowa, with improved Hall Distributors.

The Bryant Elevator Co. has been making some improvements to its elevator at Rock Falls, Iowa.

P. F. Arney of Marshalltown, Iowa, has sold his grain and lumber business in Albion, Iowa, to J. L. Ingledue Jr.

The Farmers' Co-operative Elevator Co. of Holmes, Iowa, capitalized at \$25,000, has been granted a charter.

The Des Moines Elevator Co. has built coal sheds at Clare, Iowa, and will handle fuel in connection with the grain business.

The Bickel Grain Co. has been incorporated at Vinton, Iowa, with a capital of \$10,000. It succeeds to the business of W. H. Bickel & Co.

The Farmers' Elevator Co. of Gilman, Iowa, has incorporated with a capital of \$4,000. J. B. Ramsey is president and James L. Wylie, secretary.

The L. J. Button Elevator Co. of Sheldon, Iowa, has purchased elevators at Somers and Roelyn, Iowa. This gives the company a string of nine houses.

The Anchor Grain Co. is rebuilding its elevator at Hansell, Iowa, which burned May 1. The new house will be modern and have a capacity of 25,000 bushels.

The recently chartered Farmers' Grain and Coal Co. of Pocahontas, Iowa, has purchased the property of the Chicago Grain and Elevator Co. at that point.

The grain elevator and sugar mill at Carson, Iowa, have been traded by Snapp, Reid & Co. to C. K. Johnson of Valparaiso, Neb., for a large tract of land near that place.

The Barnett & Record Co. of Minneapolis, has been awarded the contract for the erection of the large elevators at the American Cereal Co.'s new plant in Cedar Rapids, Iowa.

George K. Huber, until recently in the grocery business at Waterloo, Iowa, has removed to Bolan, that state, and will engage in the grain business in partnership with a brother.

A farmers' elevator company has been organized at Clare, Iowa, and is trying to raise money enough to build a co-operative elevator. A site has been asked for from the railroad company.

It is announced that the Trans-Mississippi Grain Co. will have the lumber on the ground by July 20 for rebuilding the Union Elevator in Council Bluffs, Iowa, which was burned last March. The new house will be near the one owned by the Omaha Elevator Co. The burned elevator was owned by railroad interests and leased to the Trans-Mississippi Grain Co. Its successor will be built and owned by that concern. A strong, but unsuccessful effort was

made by Omaha business men to have the elevator rebuilt in that city instead of Council Bluffs.

Fay Wright has sold his elevator at Glenwood, Iowa, to John Hopp, who formerly operated an elevator at Hillsdale, Iowa. Mr. Wright still retains his elevators at Balfour, Haynie Switch and Henton Station.

The farmers' organization at Fort Dodge, Iowa, has incorporated under the style of the Farmers' Elevator Co. The capital stock is \$25,000 and the officers are Joseph Fiola, president, and T. O. Holigan, treasurer.

The Bickel Grain Co. is tearing down the old Burke Elevator at Vinton, Iowa, and will erect a 12,000-bushel elevator on the site. The new house will be 22x26 feet in size and 50 feet high, of cribbed construction.

The Farmers' Mutual Elevator Co. has been incorporated at Walcott, Iowa, with a capital of \$15,000. The officers are: President, Henry Stoltenberg; vice-president, H. W. Behrens; secretary and treasurer, Christopher Buttenob.

The Farmers' Cereal Co. has been incorporated at Sloan, Iowa, with a capital of \$25,000. The company will do a co-operative grain business and proposes to erect an elevator. William McCandless is president, and D. G. Manley, secretary.

A company, composed of farmers of that vicinity, has been formed at Bode, Iowa, for the purpose of operating a co-operative elevator. The company is to have a capital of \$30,000 and a committee is soliciting subscriptions of stock. It is proposed to either buy or build an elevator and coal sheds before the new crop is on the market. P. O'Neil is president, and L. J. Anderson, secretary.

CANADIAN.

The Carberry Elevator Co. of Carberry, Man., is erecting an elevator at Pleasant Point, Man.

The farmers' elevators at Elm Creek, Starbuck and Sperling, Man., are being offered for sale.

The Farmers' Elevator Co. of Abernathy, Man., is erecting an elevator. This will make five at that point.

The Alexander & Law Milling Co. of Brandon, Man., has completed a modern elevator at Abernathy, Man.

J. Wright & Sons of Owen Sound, Ont., are erecting a warehouse in connection with their flour and feed store.

The Williamson-Bowron Co., grain and produce merchants at Hamilton, Ont., have dissolved. A. W. Bowron will continue the business.

Parish & Lindsey of Winnipeg, Man., have purchased the line of elevators and warehouses owned by Morton & Pearson of Gladstone, Man.

The Ogilvie Flour Mills Co. will erect several large elevators in the Canadian Northwest. Plans are now being prepared. Address Winnipeg office for information.

The Canadian Pacific Railway Co. is considering the advisability of building another large elevator at Fort William, Ont., this fall. Address the superintendent at that place.

The Canadian Elevator Co. of Winnipeg, Man., will erect new elevators at Davidson, Craik, Girvin and Dundurn, Assa., on the Prince Albert branch of the Canadian Pacific Railway.

The Lake of the Woods Milling Co. announces that it will build ten new elevators in the province of Manitoba immediately. Each elevator will cost \$10,000. For information address Winnipeg office.

It is reported that American capitalists contemplate erecting a large grain elevator at Didsbury, Alta. A local company will also build an elevator. The capacity of the latter house will be 27,000 bushels.

The Russell Elevator Co. has been incorporated at Toronto, Ont., with a capital of \$20,000. The directors are: John Russell, Agnes Russell, Edwin Marshall, Charles Q. Parker and Archibald T. Struthers.

According to advices from Winnipeg, Man., the Crown Grain Co., Ltd., denies the rumor that it is about to dispose of its elevator at St. Boniface, Man. The company will, however, dispose of its seven country houses.

A Montreal, Que., paper quotes Alexander McFee, harbor commissioner and grain exporter, as stating that in his opinion the new grain elevator built by the harbor commission will handle 5,000,000 bushels of grain this year. The fact that the conveyors are not yet in place hampers the operation of the elevator to some extent. At present the house is able to load grain into a steamer and unload a barge at the same time. Mr. McFee estimated the present unloading capacity of the elevator at about 5,000 bushels an hour. Asked if 5,000,000 bushels of grain per season through the elevator would pay the running expenses and the interest on the original investment, Mr. McFee stated that he was of the

opinion that it would not, but that as it was a public utility, placed in the harbor for the betterment of the port, this fact should not matter much.

Davidson & Bisicker, private bankers of Grand Forks, N. D., are making a tour of Alberta with a view of erecting twenty-five elevators. They have already selected sites for fourteen.

The Calgary Colonization Co. of Calgary, Alta., has awarded contracts for the erection of ten 30,000-bushel grain elevators between Edmonton and Macleod, Alta. Contracts for ten others of equal size will be awarded later. The company is also figuring on the erection of a milling plant at Calgary in the near future.

McLaughlin & Ellis of Winnipeg, Man., have purchased a line of about twenty large elevators at C. P. R. points from the McHugh-Christensen Co. The houses range in capacity from 25,000 to 60,000 bushels. At points where McLaughlin & Ellis already owned elevators they disposed of the new houses to the Western Canada Flour Mills Co. of Toronto, Ont.

The Colonial Elevator Co., Ltd., and the Andrews-Gage Grain Co., Ltd., both of Winnipeg, Man., have been amalgamated under the style of the International Elevator Co. The new company controls and operates a terminal elevator at St. Boniface, Man., and about fifty country elevators throughout the Canadian West. The company has memberships in the Winnipeg Grain Exchange, Minneapolis Chamber of Commerce and the Duluth Board of Trade.

The elevator of the Goderich Elevator and Transit Co., Ltd., at Goderich, Ont., which was burned on July 3, will be rebuilt, but possibly not by the present company. The power plant is but little injured and the foundation of the elevator is probably not much damaged, being protected from fire by the heaps of grain which fell as the bins burst. There is \$90,000 insurance on the elevator, but Manager Horton states it would probably take \$50,000 in addition to that sum to rebuild. The bonds of the company were guaranteed by the town, about \$45,000 of the issue being outstanding. The town is secured by the insurance. At the time of the fire the elevator contained 220,000 bushels of wheat owned by Carruthers & Co., C. B. Watts and J. F. Taylor & Co., Toronto; Jas. Richardson, Kingston; E. R. Wayland, Fort William, and the Harris-Scot-ten Co., Chicago.

WESTERN.

The Ellensburg Hay and Grain Co. of Ellensburg, Wash., is erecting a warehouse 60x100 feet and 20 feet high.

L. C. Moore and C. O. Jackson have purchased the Ault Elevator at Fort Collins, Colo., and taken possession. The business will be conducted under the management of Mr. Jackson.

The Pueblo Grain and Stock Co. has been incorporated at Pueblo, Colo., with a capital of \$15,000. Lester Vesper, O. L. Holloway and John E. Buckley are the incorporators.

The Bozeman Elevator Co. has been chartered at Bozeman, Mont., with a capital stock of \$12,000. The directors are E. F. Kidd, J. F. Feazell and Fred W. Bull. An elevator will be built.

Gilbert Christianson, until recently agent for the Western Elevator Co. at Ellendale, Minn., is about to erect an elevator and warehouse at Castle Rock, Colo., and engage in business for himself. The elevator will have a storage capacity of 15,000 bushels and will be thoroughly modern. The Younglove & Boggess Co. of Mason City, Iowa, has the contract.

The Colton Grain and Milling Co. of Colton, Cal., has filed articles of incorporation. The company is authorized to buy, build and operate flour and feed mills, grain elevators and warehouses, etc., and to manufacture flour and feed, buy and sell grain, etc. The directors are: E. J. Eisenmayer of Redlands, Cal.; Will E. Keller, W. J. Joyce, J. B. Alexander and C. Leonardt, all of Los Angeles.

The Farmers' Grain and Supply Co., a co-operative concern with headquarters at Spokane, Wash., has elected the following officers for the ensuing year: President, I. J. Ballinger; vice-president, William Gemmill; secretary and treasurer, E. W. Swanson. The company operates a line of twelve elevators and warehouses in eastern Washington and is said to have handled during the past year approximately 650,000 bushels of wheat and 320,000 bushels of oats and barley.

The grain warehouses in San Joaquin, Stanislaus and Merced counties, Cal., formerly owned and operated by the Haslacher & Kahn Warehouse Co. of Stockton, Cal., have been taken over by the Oakdale Milling Co. of Oakdale, Cal. The principal stockholders of the milling company are Al. Haslacher, for the past two years manager of the mill, and Frankenheim Bros. of Stockton. The warehouses, twenty-three in number, are located on the Southern Pacific, Santa Fe and Sierra railways. They have been put in shape for business

by the new ownership and will be operated under the management of Mr. Haslacher.

The McMillan Grain Co., principal office Portland, Ore., has incorporated with a capital of \$3,000. George W. McMillan, E. E. Coovert and G. W. Stapleton are the incorporators.

SOUTHERN AND SOUTHWESTERN.

The Fort Grain Co. of Waco, Texas, has sold out.

A farmers' elevator is being erected at El Reno, Okla.

The D. Joseph Co. is erecting a grain elevator at Columbus, Ga.

A 20,000-bushel farmers' elevator is being built at Hunter, Okla.

The Price-Shofner Grain Co. of Little Rock, Ark., is now under new management.

The McDaniel Milling Co. of Carthage, Mo., is building an elevator at Purcell, I. T.

A. S. Goodell has purchased the hay and grain business of Ware Bros. at Silver City, N. M.

A receiver has been appointed for the Brackett-Wallace Mill and Grain Co. of Sherman, Texas.

The Kaw City Mill and Elevator Co. of Kaw, Okla., is building an elevator at Burbank, Okla.

H. C. Farrington has bought the Kolp Elevator at Chillicothe, Texas, and installed new machinery.

The Canadian County Mill and Elevator Co. of El Reno, Okla., is building an elevator at Calumet, Okla.

The National Farmers' Exchange has succeeded T. E. Williams in the grain business at Renfrew, Okla.

The Canadian County Mill and Elevator Co. is building another elevator about four miles from El Reno, Okla.

The two steel grain tanks at the Werkheiser-Polk Mill and Elevator Co.'s plant in Temple, Texas, are completed.

The wholesale grain business of Stolz & Koehler at Galveston, Texas, has been incorporated under the same style.

The City Grain and Feed Company of Columbia, Tenn., is rebuilding its warehouse which was destroyed by fire some time ago.

Randals & Grubb of Enid, Okla., have purchased the elevator at Fairmount, Okla., formerly owned by the El Reno (Okla.) Mill and Elevator Co.

McKinney & Marr have sold their flour mill at Van Alstyne, Texas, and leased the Beall Elevator. They will conduct a general grain business.

The Godley Mill and Elevator Co. will erect a grain elevator, 28x52 feet, in Godley, Texas, at a cost of about \$2,500. A flour mill may be built later.

The Ennis Grain Co., capitalized at \$5,000, has been granted a charter at Ennis, Texas. The incorporators are: E. C. Paxton, J. D. Burr and J. D. Wingate.

The Greenville Mill and Elevator Co. of Greenville, Texas, recently reported as increasing its capital stock from \$50,000 to \$75,000, will build a line of country elevators.

The Zinn Coal and Grain Co. has been chartered at Fort Worth, Texas, with a capital of \$6,000. The incorporators are: L. L. Zinn, John A. Mugg and R. H. Beckham.

At Fort Worth, Texas, the Updike Grain Co. has been chartered with a capital stock of \$10,000. S. B. Updike, S. H. Beaumont, S. P. Hinds, B. C. Moore and F. P. Lint are the incorporators.

Joseph F. Wesely has purchased the interest of his partner, Joseph Fyala, in the grain business of Fyala & Wesely at Thomas, Okla., and will continue it under the style of the Wesely Grain Co.

The Binger Gin and Grain Co. of Binger, Okla., has been incorporated with a capital of \$10,000. A. H. Bales, F. M. and A. G. Fulkerson, R. L. Winchell and E. C. McWilliams are the incorporators.

Work on the Nashville Warehouse and Elevator Co.'s new 250,000-bushel elevator and warehouse at Nashville, Tenn., is well under way. It is of reinforced concrete and is being built by the MacDonald Engineering Co. of Chicago.

The new 20,000-bushel elevator and milling plant of Herman Hunt at Fort Smith, Ark., are completed and in operation. He will conduct the business under the style of the Western Grain Co. The plant cost \$10,000 and is operated by a 50-horsepower engine.

J. R. Hale & Sons, wholesale grain and cotton merchants of Murfreesboro, Tenn., will establish a branch at Nashville, Tenn. A tract of between four and five acres of ground has been purchased in West Nashville, and two warehouses will be built at once. The site cost about \$4,000 and the buildings will cost at least \$20,000. The grain warehouse will be 100x300 feet with a storage

capacity of 100,000 bushels and the cotton warehouse about 150x300 feet. Sidetracks will be constructed to both buildings to provide shipping facilities. Work on the buildings will be rushed as rapidly as possible.

The new 75,000-bushel steel grain tank at the Standard Milling Co.'s plant in Houston, Texas, is completed. The new corn mill is also ready for operation. The company's offices have been moved from the former quarters to a commodious two-story building.

It is reported that Fred Friedline of Chicago has secured the contract for the erection of the new 50,000-bushel grain elevator of the Patton-Hartfield Co. in Memphis, Tenn. The elevator will cost about \$17,000 and will be built on three acres of land adjoining the company's present plant.

The Dixie Grain Co. has been incorporated at Shelbyville, Tenn., with a capital of \$15,000. W. A. Frost, H. L. Woosley, Joseph E. Dixon, Ernest Coldwell and Thomas N. Greer are the incorporators. Mr. Dixon will be general manager. The company will handle grain, seeds, hay, etc., and has secured quarters in which to carry on its business.

The firm of Long & Reed, operating the grain elevator at Charlestown, W. Va., has been dissolved. The change will affect only the business at that place and is made in order to admit Mr. Reed's son, Eddy Reed. The style of the firm at Charlestown will now be William E. Reed & Son, but the business at Ripon and Summit Point, W. Va., will be continued under the name of the old firm.

H. T. Weathers of Greenville, Texas, and J. W. Webb of McKinney, Texas, have engaged in the grain business at Greenville under the style of the H. T. Weathers Grain Co. They have secured a large building, formerly used as a round bale converter plant, and are remodeling it and converting it into an elevator. Grain handling and cleaning machinery is being installed. In addition to handling grain they will operate a corn and feed mill. Sidetracks from both the Cotton Belt and the M., K. & T. railways run to the plant. A 25-horsepower Fairbanks-Morse Gasoline Engine will furnish power for operating the machinery.

NEW INSPECTION RULES AT TOLEDO.

Wheat.—The inspection rules for wheat as revised and adopted by the Produce Exchange of Toledo on June 28 show some changes in weights and some new grades (three for Pacific Coast wheat), and are as follows:

No. 2 Red Winter.—To include all varieties of Soft Winter Wheat, to be sound, dry and fairly well cleaned, to contain not more than 5 per cent of White Wheat, and weighing not less than 58½ pounds to the bushel.

No. 3 Red Winter.—To be sound, and include shrunken and dirty Winter Wheat, weighing not less than 56 pounds to the bushel, and to contain not over 5 per cent of White Wheat.

No. 4 Red Winter.—To be sound and to include shrunken or dirty winter wheat and weighing not less than 53½ pounds per bushel.

No. 2 Hard Red Winter.—To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 5 per cent of White Wheat, nor weigh less than 58½ pounds.

No. 2 Hard Red Wheat.—To include inferior or dirty hard Winter Wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel, and containing not more than 5 per cent of White Wheat.

No. 4 Hard Red Winter.—To include inferior or dirty Winter Wheat of the hard variety, and weighing not less than 53½ pounds to the bushel.

No. 1 Rejected Red Winter.—To be reasonably clean, may be musty or slightly warm, and weighing not less than 55 pounds to the bushel.

No. 2 Rejected Red Winter.—To include all rejected Red Winter Wheat, but must not weigh less than 50 pounds to the bushel.

Grade of Wheat and Rye Mixed.—The grain to be sound and containing at least 75 per cent of Wheat.

No Established Grade of Wheat and Rye Mixed.—Must not exceed 50 per cent of Rye.

No. 2 Red and White Mixed Wheat.—To be sound, dry and well cleaned, and to include all varieties of Soft Red and White Winter Wheat, and to weigh not less than 58 pounds.

No. 3 Red and White.—To include all varieties of Soft and White Winter Wheat, to be sound, but not good enough for No. 2, and weighing not less than 55½ pounds to the bushel.

Mixed No. 2 Red Winter Wheat.—To include Hard and Soft Winter Wheat mixed, and in every respect equal to No. 2 Red or No. 2 Hard, and to contain not more than 50 per cent Hard Wheat.

Mixed No. 3 Red Winter Wheat.—To include Hard and Soft Winter Wheat, and in all other respects equal to No. 3 Red or No. 3 Red Hard.

No. 1 Smutty Wheat.—To be equal in all respects to No. 2 Red Wheat, and only slightly tainted with smut.

No. 2 Smutty Wheat.—To contain all smutty Wheat not good enough for No. 1.

No Established Grade.—Of any kind of Grain means that it is not good enough for one grade, and too good for another, and virtually preserves its identity, so that it can be sold by sample.

No. 1 White Wheat.—To be White Winter Wheat, sound, dry, reasonably clean, and equal in quality to No. 2 Red, weighing not less than 56 pounds to the bushel, and to contain at least 90 per cent of White Wheat.

No. 2 White Wheat.—To be sound, dry and reasonably clean White Winter Wheat, may be slightly shrunken or discolored, weighing not less than 57 pounds to the bushel, and to contain at least three-fourths of White Winter Wheat.

No. 3 White Wheat.—To be sound White Winter Wheat, may be shrunken or discolored and not well cleaned, and weighing not less than 53½ pounds to the bushel.

Rejected White Wheat.—To be White Winter Wheat, may be warm or musty, but not so badly damaged as to be unmerchantable.

Oats.—The following oats grades also are new:

No. 2 Golden.—To be golden oats, dry, sound, sweet and clean, shall allow an occasional kernel of foreign grain and mixed oats.

No. 3 Golden.—Shall be golden oats, reasonably dry, sweet, sound, clean and allow a slight mixture of foreign grain or mixed oats; may be slightly stained.

No. 4 Golden.—Shall be golden oats, may be stained or discolored, and slightly musty or damp, reasonably free from foreign grain or mixed oats.

Rye.—Commencing with the new crop the following is in effect: No. 2 rye to weigh 56 lbs.; No. 3 rye to weigh 53 lbs.; No. 4 rye (formerly rejected) to weigh 50 lbs.

THE EXCHANGES

Chicago Board of Trade memberships are changing hands around \$3,300 net to the buyer.

A membership on the New York Produce Exchange sold recently at \$11,000, a new high record.

Grain dealers and cotton merchants of Dallas, Texas, favor the establishment of a board of trade in that city.

The Baltimore Chamber of Commerce has organized a new committee on buckwheat, with Charles H. Gibbs as chairman.

The members of the New York Produce Exchange voted recently to reduce the minimum amount of grain in which trades could be made from 5,000 to 1,000 bushels.

A committee appointed by the board of directors of the Lincoln, Neb., Grain Exchange is investigating locations for the Exchange's headquarters. It is expected that permanent quarters will be secured at an early date.

The St. Louis Merchants' Exchange has voted to second the efforts of commission men to force the railroads to comply with the order of the Missouri Railroad and Warehouse Commission abolishing the reconsignment charge of \$2 per car.

Although many of the members of the Omaha Grain Exchange are also members of the Nebraska Grain Dealers' Association, it is not thought probable that the former body will be affected by the litigation started by Thomas Worrall against the Nebraska Association.

William E. McHenry, who was expelled from the Chicago Board of Trade in 1902 on the charge of dishonorable conduct, has brought suit against the Board for \$15,000. His attorney states that the suit is to recover the value of the certificate of membership which, it is maintained, is personal property.

Members of the Minneapolis Chamber of Commerce recently turned down a proposition to assess each membership \$20 for the purpose of defraying the expenses of the enlarged freight bureau. Those who favored the assessment claimed that an aggressive and vigorous campaign must be waged by the Chamber in its work against rate discrimination and that the work calls for a high-priced man and an efficient organization.

William Smillie, chief supervising grain inspector of the Chicago Board of Trade, celebrated his sixty-fifth birthday on June 22, and members took occasion to pay a well deserved tribute to this popular gentleman. Sixty-five red roses and a box of cigars were presented to Mr. Smillie on the floor of the exchange, James Crighton making the presentation speech. Mr. Smillie has been supervising inspector for 23 years, succeeding Inspector Parker in 1882.

Prior to that time he was in the inspection department in other capacities for 10 years. At one time he was in the elevator business with the old firm of Armour & Dole.

The Milwaukee Chamber of Commerce has declared regular the following houses for delivery of wheat, corn and oats in that market: Armour Elevators A and B and B Annex, Armour Elevator C, Calumet Elevator C, Central Elevator A, Chicago and St. Louis Elevator and annex, National Elevator, Peavy Elevator B, St. Paul and Fulton annex, South Chicago Elevator C and annex, Union Elevator and annex. The combined capacity of these elevators is 19,550,000 bushels.

The annual meeting of the Grain and Cotton Exchange of Richmond, Va., was held on June 26. The members elected officers as follows: President, John F. Jacob; first vice-president, W. F. Richardson Jr.; second vice-president, R. A. Justis. Board of directors—Edward Alvey, W. C. Bentley, S. T. Beveridge, John R. Cary, H. G. Carter, F. H. Deane, T. H. Ellett, W. R. Johnston, George T. King, T. L. Moore, R. M. McIntire, N. R. Savage, W. T. Selden, C. W. Wingfield and R. T. Webster.

It is stated that some of the members of the Chicago Board of Trade wish to have the present commission rate doubled. The rate is ½ cent or \$6.25 on 5,000 bushels for trades made for a non-member and 1-16 cent or \$3.12½ cents for trades for a member. Those who are opposed to the change think that it would result in driving trade to other markets, but the advocates of the measure claim that Chicago occupies an independent position and that the business will come here under any circumstances.

Two more members have been expelled from the Chicago Board of Trade as the outgrowth of the E. H. Prince failure. The men are Harry Francis Maydwell and Abrain C. Lazeres, who were let out on June 21 for alleged "skinning orders." The case was on trial two days. The irregular trades are said to have covered a period of two years and were in provisions. The evidence presented showed that they had a scheme by which they were able to manipulate orders to their profit without making them liable to losses.

The St. Louis Merchants' Exchange on July 6 voted an amendment to Section 10, Rule 8, authorizing the board of directors to classify as regular elevators and warehouses those delivering to railroads only. Heretofore only the elevators delivering to the river could be admitted, and the track elevators were obliged to deliver through the river elevators. Grain for which receipts are held must be delivered on board cars or boats at the option of the holder, without expense or responsibility. Another amendment raises the carload weight on grain from 30,000 pounds to 40,000 pounds, while that of seed, castor beans or mill feed is raised to 35,000 pounds. After elevator receipts have been blocked the quantity of a carload for cash delivery is raised from 800 to 1,000 bushels on wheat, corn, rye or barley, and from 1,200 to 1,500 bushels on oats. The amounts for future delivery are the same.

The San Francisco Merchants' Exchange has amended Rule IX governing the grain trade as follows, effective July 5: "Sec. 10. On making delivery on 'time contracts' of No. 1 wheat, seller shall have the right to deliver in lots of two thousand (2,000) centals either No. 1 white wheat or No. 1 Sonora wheat, the Merchants' Exchange standard; or No. 1 bluestem or Walla Walla wheat, as per standards established or adopted by the Merchants' Exchange. Should No. 1 Sonora wheat be delivered, seller shall allow to buyer 2½ cents per cental. Sec. 11. The allowances in section 10 of this rule are subject to change when recommended by the committee on grain. Such changes are to be determined by the quality of the season's crops, and the relative values of the different descriptions of wheat in foreign markets; provided, that under no circumstances shall the allowance on No. 1 Sonora wheat be less than 2½ cents per cental."

ARBITRATION AT PHILADELPHIA.

Hereafter differences between members of the various branches of the grain trade identified with the Philadelphia Commercial Exchange will be adjusted by the regular arbitration committee. In the past disputants have had the option of referring their troubles to the arbitration committee or to the grain, hay, flour or other committees representing the special branch of business in which the disagreement occurred. The vote to confine arbitration powers to the regular arbitration committee was approved by a large majority of the trade.

OPTION TRADING AT SUPERIOR.

Option trading was inaugurated on the floor of the Superior Board of Trade on June 27. Articles of incorporation of a clearing house for the Board have been forwarded to the secretary of the state, and as soon as the charter is granted the organization will elect its officers. Among those recently

admitted to membership are F. N. Chaffee of Carlington, N. D., representing the Republic Elevator Co.; W. H. Bliss, who is connected with the Commander Mill Co., and J. S. McDonald, secretary of the Minnesota Farmers' Exchange.

PITTSBURG GRAIN AND FLOUR EXCHANGE.

The annual election of directors of the Pittsburgh Grain and Flour Exchange took place on June 13. Thirteen directors were chosen. At an organization meeting on June 16 the new board elected the following officers for the year: Robert Thorne, president; John Dickson, vice-president; J. A. A. Geidel, secretary, and W. A. Kober, treasurer.

The new board is composed of the following members: Robert Thorne, C. A. Foster, W. N. Gordon, Alfred Lawton, John Dickson, W. A. McCaffrey, S. R. Patterson, W. A. Kober, John R. Johnson, John Floyd, J. W. Smith, J. A. A. Geidel and James Brown.

PUBLIC WAREHOUSE DELIVERIES AT ST. LOUIS.

The board of directors of the St. Louis Merchants' Exchange have adopted the following regulation and requirement governing elevators and warehouses:

"The proprietors or managers of such elevators or warehouses shall deliver the grain designated by their warehouse receipts either aboard cars at such elevator or warehouse, or aboard boats or barges, at the option of the holder of said warehouse receipts, and such delivery to boats or barges shall be made without any expense or responsibility to said holder other than would be involved in the delivery of said grain aboard cars."

NO. 3 WHEAT NOT TO GO ON NO. 2 CONTRACTS AT TOLEDO.

Our directors have carefully considered the advisability of the adoption of the recommendation of the Indiana Grain Dealers' and Indiana Millers' Association in joint convention assembled, that No. 3 wheat be deliverable on No. 2 contracts at a stated discount, and decided not to adopt it. It would help the seller, but the miller and exporter who want our No. 2 wheat want nothing else, and buyers in our market will get soft winter wheat, sound, dry and fairly well cleaned and weighing 58½ pounds to the bushel. No corners are possible in our market, as our rules provide against any such occurrence. Country sellers can sell No. 3 red for future delivery here, if so disposed.—Toledo Daily Market Report.

ANNUAL REPORT OF THE CHICAGO BOARD OF TRADE.

The forty-seventh annual report of the Chicago Board of Trade for the year ending December 31, 1904, has been issued. In his statement to the directors, George F. Stone, secretary of the Board, says in part:

"The report contains a vast variety of data, not only showing the business transacted in this market, but also presenting in comprehensive form the extent of the chief grain crops of the United States, the proportion of those crops marketed, and the rates of transportation paid in their distribution, both to our home markets and to foreign ports. The report also contains an official record of our exports of the products of agriculture, showing that the value of these constitutes 60 per cent of the total value of our exports of domestic merchandise. The value of our agricultural resources and their intimate and vital relation to every industry in the land cannot be exaggerated.

"The volume and value of the chief grain crops of the West fix rates of interest, determine to a large extent rates of transportation and the volume of interstate commerce; measure the extent of credits given by merchants and bankers, and place a proper value on all kinds of collaterals.

"In this constant and vital relationship the Chicago Board of Trade occupies a conspicuous and useful position. Chicago is the great central market.

"The business of the Board and that of Chicago generally was more satisfactory than ever before in the history of this metropolis. Our wholesale houses and our manufacturing concerns had their full share in prosperity. That prosperity was very pronounced during the latter half of the year and in marked contrast to the business conditions which prevailed during the preceding six months.

"The number of cars of all kinds of grain inspected in Chicago during the year was 164,868, and the number of bushels of grain inspected, received in bulk by water, was 1,013,825. It should be borne in mind that the foregoing figures do not represent in any sense the quantity of grain received in this market during the year, but simply the proportion of that grain inspected by the state grain inspection department."

COMMISSION

E. F. Leland, of Ware & Leland, Chicago, who had been abroad since early in May, has returned home.

Directors of the R. F. Morrow Commission Co., Chicago, will hold their first annual meeting July 18.

The Goemann Grain Co. of Toledo, Ohio, has opened a branch office at 406 Grain Exchange, Pittsburg, Pa.

The Early & Daniel Hay & Grain Co. of Cincinnati has declared a semi-annual dividend of 3 per cent on its preferred stock.

Henry M. Paynter, who was in charge of the cash grain department for Fyfe, Manson & Co., has gone with Milmine, Bodman & Co.

J. D. Stacy, formerly with the Updike Commission Co., on July 1 took charge of the cash grain department of W. H. Lake & Co., Chicago.

The Schreiner-Flack Grain Co. of St. Louis has filed an amendment to its articles of incorporation, changing its name to the Schreiner Grain Co.

The Bayless-Price Grain & Coal Co. of Kansas City, Mo., has been incorporated with a capital stock of \$10,000 by I. J. Bayless, P. W. Price and I. J. Eddy.

Leroy Winter, who has been in the wheat pit of the Chicago Board of Trade for Hulburt, Warren & Chandler, has taken charge of the Minneapolis offices of that firm.

W. H. Lake & Co. of Chicago have taken over the Randolph wire, with several offices in the southern and central part of Illinois, the system formerly controlled by Fyfe, Manson & Co.

A. B. Taylor has become president of the Interstate Grain Co. of Cincinnati, Ohio, and will hereafter take an active interest in the business. Mr. Taylor was formerly of the Southern Grain Co.

John M. Arnold has applied for membership on the Chicago Board of Trade and expects to join the Logan, Bryan & Co. forces on the floor. Mr. Arnold has been private secretary to Ben D. Bryan.

The Muller Commission Co. has engaged in business at 1014 Tchoupitoulas Street, New Orleans, La. Charles Muller, head of the firm, is a brother to Fred Muller, secretary of the New Orleans Board of Trade.

A new commission firm has been established at Chicago under the style of Linebarger & La Rue. Both parties are experienced in the business. For the present they will clear their trades through E. Seckel & Co.

Wasserman, Kempner & Co. have succeeded Adolph Kempner & Co. of Chicago. The offices are on the ground floor of the Postal Telegraph Building. C. E. Gray, formerly of Karrick, Gray & Williams, has gone with the new house.

J. A. Edwards & Co. of Chicago have secured the services of Geo. C. Ball, formerly with Knight, Donnelley & Co. Mr. Ball will look after the interests of the firm on the floor when Mr. Edwards sails for Europe the last of the month.

Articles of incorporation have been filed by Matthews-Frederick-Broughton Grain Co. of Kansas City, Mo., with a paid-up capital stock of \$15,000. The incorporators are Paul J. Matthews, Joseph L. Frederick, S. F. Broughton and A. W. Warren.

Smith & McEndry Co. is the style of a new grain brokerage house at Minneapolis. Rollin E. Smith, a member of the Minneapolis Chamber of Commerce, and J. H. McEndry, until recently assistant secretary of the Chamber, constitute the company.

E. W. Wagner, one of the most popular commission merchants identified with the Chicago Board of Trade, has been seriously ill at his home in Glencoe with pneumonia, following an operation for appendicitis. At last report Mr. Wagner was on the road to recovery.

FYFE, MANSON & CO. SUSPEND.

On June 19 notice was posted on the Chicago Board of Trade calling for the settlement of all deals with Fyfe, Manson & Co. and announcing that Ulric King had been appointed receiver for the firm by the Federal Circuit Court.

The house was a prominent one and did a large country business by means of a private wire system. Operations were confined almost entirely to Illinois, offices being located at Kankakee, Danville, Tuscola, Champaign, Paxton and other cities.

It is stated that the liabilities are \$145,000 and that the assets are \$35,000 in cash and \$65,000 in doubtful accounts. Creditors will probably receive 20 to 25 per cent.

The members of the firm are L. Rosse Fyfe and L. H. Manson. The latter is a veteran trader and established the firm of L. H. Manson & Co. five

years ago. Mr. Fyfe was the "company" and contributed largely to the money end of the venture, assuming charge of the finances. Mr. Manson devoted his energies to expanding the business, which grew with remarkable rapidity. Three years ago Mr. Fyfe brought out his name in connection with the firm and it became Fyfe, Manson & Co.

THE KNIGHT-DONNELLEY FAILURE.

A petition in bankruptcy was filed against Knight, Donnelley & Co., grain and stock brokers of Chicago, on June 26, by three creditors whose claims aggregate \$16,000. E. C. Potter was appointed receiver, in bonds of \$100,000.

The firm was a well known one and its suspension came as a surprise. The liabilities were estimated at \$250,000, and according to Mr. Donnelley's attorney the failure was due mainly to lack of capital. Later it was stated that the defalcation of a trusted clerk was the cause. The man is alleged to have stolen \$25,000 by a system of fictitious trades carried on the firm's books.

The firm's open trades in grain were closed out on the day of the failure, but the line was a small one and did not affect the market. Chicago banks hold a lot of unlisted securities as collateral, and it is stated that these will be marketed in the best possible manner for the benefit of the creditors.

The only authoritative statement given out to date is one by Receiver Potter, which says in part:

"On stock transactions, the books show that the difference between the credits due customers and brokers, and debits against customers and brokers, was a net credit in favor of customers and brokers of approximately \$279,000. This amount will be increased by any losses made on the closing out of the collaterals.

"As to grain transactions, they have all been closed out and show, as the figures now appear, \$10,308 due from brokers and on margin deposits, while the amount due to brokers seems to be \$3,481, against which is, of course, the value of the Board of Trade memberships of Mr. Knight and Mr. Donnelley. The present market value of these is, I am advised, \$3,250 each.

"Owing to a discovery of a defalcation of one of the clerks in the grain department, which may reach as high as \$30,000, no complete statement can be issued until the books are checked back.

"The books, from such hasty examination as I have been able to make, show that the losses of the firm began about four years ago, when the firm undertook a number of underwritings and also commenced to take for its own account stocks which its customers were unable to carry. These items appear to have steadily depreciated in value. In addition, large losses have been sustained by the individual members of the firm in trading on their own accounts."

The firm's memberships on the Chicago Board of Trade were sold on July 7 at \$3,000 each, net to the buyer. The membership in the New York Stock Exchange has been sold, but the Chicago Stock Exchange memberships are still held. Receiver Potter is converting every available asset into money as fast as possible.

The partnership agreement heretofore existing between Harry E. Elgert and J. Adam Manger, trading at Baltimore under the firm name of J. A. Manger & Co., has expired by limitation. The business will be continued under the same firm name by Mr. Manger, who assumes all liabilities of the old firm. Mr. Elgert will continue to represent the firm in the West.

Adolph J. Lichstern has returned to Chicago from Europe and has resumed business under the style of Adolph J. Lichstern & Co., with offices on the bank floor of the Rookery building. Mr. Lichstern retired from business in September last. At that time he was credited with having cleared up large sums in wheat, and went to Europe with the expectation of remaining there a year or two.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

J. Kebrwald, Oldbam, S. D.
Louis Jeannin, Torah, Minn.
J. L. Hisey, Muskegon, Mich.
Robt. J. Megaw, Goderich, Ont.
B. W. Genge, Lone Rock, Wis.
S. L. Rice, manager Metamora Elevator Co., Metamora, Ohio.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
Wm. G. Clark, representing Dodge Manufacturing Co., Mishawaka, Ind.
H. B. Fowler, representing Adams Grain and Provision Co., Charlotte, N. C.

HAY AND STRAW

A good hay crop was harvested around Allentown, Pa.

An excellent hay crop is reported around Two Rivers, Wis.

The hay crop in the vicinity of Clinton, Mo., is reported poor.

Good crops of alfalfa are reported around Pierre and Huron, S. D.

Wausau, Wis., advices report a large yield of excellent quality.

About half a crop of hay in this section is the report from Easton, Pa.

Capt. Scott Geyer is building a hay and grain store at Stonington, Me.

Experiments with alfalfa around Groton, S. D., this year are reported successful.

The hay crop is reported unusually large in the vicinity of Elgin, Ill., this season.

The hay crop around Terrell, Texas, is said to be good both as to yield and quality.

Birdsboro, Pa., reports state that an excellent crop of hay has been harvested there.

The Maryland hay crop is expected to fall short of last year, when it was 409,447 tons.

Heavy rains have seriously interfered with the hay harvest in Trempealeau County, Wis.

The hay and straw packing house of Ira Myers at Maple Grove, Md., was burned recently.

According to advices from New York Mills, Minn., that section has a bumper hay crop this year.

Danville, Ill., advices report a good hay crop in that territory, both as to quality and quantity.

Hay is a good crop in the vicinity of Minong, Wis., but rains have interfered with its harvest.

Mr. Thomas has sold his hay and grain store at San Bernardino, Cal., to Mrs. William Culross.

Communications from Mason City, North Sherman and Tiffin, Iowa, all report a heavy crop of hay.

It is announced that the C., M. & St. P. Railway contemplates erecting large hay warehouses in Chicago.

The Bayless-Price Hay and Grain Co. has been chartered at Kansas City, Mo., with a capital of \$10,000.

The crop of alfalfa hay in the sections around both Coffeyville and Holton, Kan., is reported excellent.

Dillon, Mont., advices state that the prospects for a heavy hay crop in the Big Hole Basin are unusually bright.

Although considerably damaged by high water and heavy rains the hay crop around Fall Creek, Wis., is excellent.

S. A. Vroman & Co. is the style of a new hay firm in Brooklyn, N. Y., which has opened an office at 86 Kent Avenue.

The Iowa weather bureau report for July 1 estimates the condition of the hay crop of that state at 101 against 90 a year ago.

A report from Gobleville, Mich., states that the hay crop there is the best in years. A heavy crop is also reported around Keeler, Mich.

On account of the immense crop of hay around Three Rivers, Mich., farmers have experienced difficulty in securing help to care for it.

A good crop of alfalfa hay is reported in the vicinity of Waitsburg, Wash., the yield averaging about two and one-half tons to the acre.

The first car of Kansas prairie hay on the Chicago market was received June 30. It was of choice quality and sold at \$11 on track.

A heavy crop of hay is reported in the territory around Schuylerville, N. Y., and similar advices have been received from Preston, that state.

O'Connell & Knepper's large hay warehouse at Tiffin, Ohio, containing 800 tons of hay, was burned on July 1. The loss is \$15,000; insurance, \$10,000.

D. A. Sledge of Indianola, Miss., has been experimenting with alfalfa hay and states it is an excellent crop for the Delta, growing as well as corn or cotton.

The hay warehouses of the Menefee-Drought Hay Co. in Kansas City, Kan., which were burned on May 25, are being rebuilt on a larger scale than before.

The Pennsylvania hay crop is short in some sections. Advices from Huff's Church, Richboro, Reading and Shanesville state that the shortage is due to the cool and dry weather last spring. All these report less than an average crop. Advices from South Evansville report the crop there as

turning out better than anticipated, and a report from Maxatawny states that the hay crop is good in that vicinity.

Section Director Young of the Montana Experiment Station reports alfalfa backward in some sections, but states that the coming crop promises a good yield.

Farmers in the vicinity of Hayfield, Minn., have been contracting with C. J. Rothermel, owner of a flax mill at Stewartville, Minn., for the sale of their flax straw.

The new hay warehouse at the stock yards in Laramie, Wyo., is completed. It has a capacity of 300 tons of baled hay and will be operated by Davis & Thomas.

The Committee on Hay and Straw Quotations of the Baltimore Chamber of Commerce for the current month consists of William Hopps, Harry C. Jones and Richard H. Diggs.

J. D. Carscallen, J. W. Dusenbery, George M. Dickerson, J. M. Hait and Frank S. Voorhees have been named as the hay and straw committee of the New York Produce Exchange.

The John Mullally Commission Co. received the first car of new timothy hay of the 1905 crop arriving on the St. Louis market. It was from Illinois and of very fine quality.

The wholesale hay firm of Gehman, Loutzenheizer & Co., Canton, Ohio, has been dissolved, Mr. Loutzenheizer retiring. The business will be continued by Gehman & Shriver.

The hay warehouse at 615 Sixth Avenue, San Francisco, Cal., owned by Scott & Magner, wholesale hay and grain merchants, was burned recently. The loss is estimated at \$20,000.

Watkins & Payne, hay dealers of Mt. Vernon, Ill., have purchased the elevator site near the L. & N. depot in that city from John R. Allen and will erect a large hay warehouse. The building will be metal clad.

The Grain Dealers' National Association will be represented at the convention of the National Hay Association in Toledo, by Charles England of Baltimore, Daniel P. Byrne of St. Louis and F. O. Paddock of Toledo.

High water has ruined much of the hay crop around La Crosse, Wis., especially in the lowlands. Reports from East Hebron and Spencer, Wis., however, state that prospects at those points are excellent for a good yield.

A bale of hay grown 9,300 feet above the sea level will be exhibited at the N. H. A. convention by W. H. Lilley of Jefferson, Colo. The hay was grown in Park County and is a native grass, known locally as South Park wire grass.

E. R. McCoy has retired from the firm of Fitch, McCoy & Co. at Traverse City, Mich., and will continue in the wholesale commission fruit and produce business. The hay, grain and feed business will be continued by John Fitch & Co.

Reuch & Darlington's hay barn at Raymond, Ill., was burned recently, causing a loss of \$1,500 on the building and \$2,000 on contents. Sparks from a passing engine are supposed to have caused the fire. The property was insured for about \$900.

The Chatham Hay and Feed Co. of Chatham, N. J., has been granted a charter with a capital of \$25,000. The incorporators are: John A. Parker, Wilbur M. Roll and Frederick A. Parker. The company will handle hay, straw, salt, feed and grain.

Advices from Marshall, Mich., under date of July 4 are as follows: "The largest hay crop harvested by Calhoun County farmers in years will be harvested this year. One farmer has already taken sixteen tons off of four acres of land."

The hay and grain warehouse at Forest Grove, Ore., owned by J. D. Rode and W. R. Hicks, was destroyed by fire recently. The building contained 65 tons of hay. The loss is \$1,600; insurance, \$500. Sparks from a passing engine are supposed to have caused the fire.

The first carload of new timothy hay on the Kansas City, Mo., market was received June 17 by the Kansas City Hay Co. It was shipped by Cosgrove & Hancock of Olathe, Kan., and sold at \$8.50 per ton. Two cars of new prairie hay were also received on the same date. Both were from Kansas and brought \$8 per ton.

The first carload of new hay on the New Orleans market was received by the Benedict Commission Co. on June 23. It was shipped by Schlafley Bros. of Carlisle, Ill. On the same date the Benedict Commission Co. also received a carload of new alfalfa from Denver, Colo., which was the first to arrive at New Orleans this year.

A report from Delano, Minn., under date of July 6, states that hay in that section will be only a half crop and poor at that. A recent press report from Glencoe, Minn., says: "The prospects for a magnificent hay crop were never more favorable and the chances for cutting never so unfavorable." A St. Cloud, Minn., paper says: "Reports received

by the general agents of farm implement companies indicate the fear of a hay famine in central and northern Minnesota because of flooded meadows."

Advices from Elkhart, New Castle, Rushville, Waterloo and Goshen, Ind., state that the new crop of clover hay is one of the heaviest ever harvested. The quality is reported excellent.

The following members of the New York Hay Exchange have been appointed as delegates to the National Hay Association Convention at Toledo, Ohio: Charles J. Austin, E. A. Dillenbeck, N. A. Fuller, George N. Reinhardt, John Overocker, A. A. Hanks, Ed. Vreeland, John E. Murray, James Hait, F. L. Lewi, F. Slingerland and F. Williams.

The recently organized Cottrell Feed Co., capitalized at \$150,000, is establishing an alfalfa feed mill in Elgin, Ill. The old Stewart Mill has been leased and is being equipped with special machinery for the manufacture of the new feed. The plant will have an initial capacity of 20 to 30 tons a day, but this will gradually be increased to 100 tons.

The delegation from the Baltimore Chamber of Commerce to the National Hay Association meeting at Toledo, Ohio, will consist of Charles England, Emory Kirwan, J. B. W. Hax, Andrew Kuhl, E. Steen, Daniel Rider, J. A. Loane, John G. Bauernschmidt, Thomas W. Campbell, William Hopps, Harry E. Elgert, W. G. Bishop, Ben Blake, Charles G. Clarke and Clarence A. Euler.

J. A. Manger & Co., Baltimore, Md., have dissolved partnership. The business will be continued by J. A. Manger, individually, under the same style. H. E. Elgert, the retiring member of the firm, continues with the house as traveling representative. Mr. Manger is a member of the Baltimore Chamber of Commerce, the National Hay Association and the Grain Dealers' National Association.

On account of the great increase in the business of the American Hay Co. at Townley, N. J., more track room is necessary and the Lehigh Valley Railroad will put in two more sidings. These will parallel those already in, between which will be built long transfer platforms. When the new switches are completed the hay company will have track room for about 125 cars. The company's warehouse holds about 200 cars of hay.

A number of farmers in Northern Illinois are complaining of the ravages of a voracious caterpillar which is denuding the timothy crop of its heads. The pest made its first appearance several weeks ago and farmers say that the crop in the infested fields has been practically ruined. Some Henry County farmers sent specimens of the worm to the station at Urbana for identification, but were informed that the entomologists were not able to name the specimen.

The following delegates have been appointed to represent the Cincinnati Chamber of Commerce at the convention of the National Hay Association in Toledo, Ohio, July 18, 19 and 20, 1905: F. F. Collins, James W. Ellis, W. R. McQuillan, W. H. Kramer, H. H. Hill, D. B. Granger, John V. Metzger, Homer Chisman, George Hehman Jr., S. R. Voorhees, C. E. Nippert, C. E. Van Leunen, P. M. Gale, George A. Root, D. J. Mullaney, F. E. Fleming, Clyde S. Emrick, S. R. Mitchell.

Secretary Thoburn of the Oklahoma Board of Agriculture estimates that there are 50,000 acres of alfalfa in Oklahoma. Reports have been made to him recently from five counties, Garfield, Kay, Lincoln, Payne and Pottawatomie. The total acreage in these five counties is 9,224, or a net increase in acreage of 220 per cent over the acreage in 1900, when a federal report was made. Alfalfa has been a luxuriant and profitable crop in Oklahoma, and the acreage is being steadily increased each year. Five crops are cut during the most favorable seasons.

Concerning the hay crop of that section a recent report from Salem, Ore., says: "The favorable weather conditions this spring have made a good growth of grass, and the hay crop of the Wilmette Valley will be enormous. The acreage of hay crops was considerably increased this year. The large yield per acre on an increased acreage will make hay more plentiful in the valley this fall than it has been before for several years. Prices last fall were \$12 to \$13 a ton, but this year it will be about \$8. The increased yield, however, will make up for the decreased price."

The Franklin L. Lewi Co. of Newark, N. J., is building a hay shed on the Lehigh Valley Railroad in that city. It will be known as the "Lewi Hay Sheds" and will have a capacity of seventy-five cars. Arrangements have been made to give it the same privilege enjoyed by the Eastern railroad terminal sheds. The object is to provide an Eastern terminal for Western shippers which will be exempt from the car service fees. It will give free delivery to points in New York lighterage limits and on the P. R. R., in New Jersey. The warehouse will be ready to receive new crop consignments.

HAY INSPECTION IN MINNESOTA.

A system of inspecting hay and straw, which, it is thought, will be efficient, was decided upon recently by the Minnesota State Railroad and Warehouse Commission after a conference with representatives of the railroads and hay dealers. The plan decided upon will be more than a mere end-door inspection, which is in vogue in some states. Each railroad will be required to install a track scale in its yards at St. Paul, Minneapolis and Duluth. Hay arriving at any of these cities for reconsignment to another point will be unloaded, inspected and put back into a car. If the hay is not intended for reconsignment, it will be given a superficial inspection when it is weighed on the track scales, and will be given a thorough inspection later when it is delivered. In either case, the inspectors will get at the exact condition of the hay. Members of the commission say that door inspection is not satisfactory. The inspector usually sees only a small quantity of hay in the door of the car. This makes it possible for the shipper to fill the greater part of the car with worthless hay, and if that which can be seen in the door is good, the car is given a favorable grading. It was decided that it is not practicable to establish one central hay yard in each of the large cities. This, the commissioners say, is an ideal system, but there are many obstacles in the way, and in making a beginning, it was thought best not to attempt too much. One of the objections to the central yard plan is that railroads not running into the yard would have to pay switching charges. Hay cannot stand a heavy tax. Whatever tax of this nature is imposed usually has to be paid by the consumer, so that some of the hay dealers as well as the railroads were opposed to the central yard system. The track scales of the several roads, however, will be located as close together as possible, so that a large force of inspectors will not be required. In instances where several railroads run into the same yards, one track scale will do for all, unless the amount of hay received is usually large.

PROGRAM OF HAYCONVENTION.

Following is the official program of the National Hay Association's annual convention, to be held at Toledo, beginning on July 18, at 10 o'clock a. m.:

Invocation, Rev. Ernest Bourner Allen.
Address of Welcome on behalf of the State of Ohio—Gov. Myron T. Herrick.
Address of Welcome on behalf of the City of Toledo—Mayor R. H. Finch.
Address of Welcome on behalf Toledo Produce Exchange—President Ezra L. Southworth.
Response on behalf of the National Hay Association—Frank F. Collins, Cincinnati, Ohio.
Reading of Minutes of last meeting—Secretary P. E. Goodrich.
Appointment of Committees.
Report of Board of Directors.
Report of Secretary and Treasurer.

TUESDAY AFTERNOON SESSION, 2 P. M.

Report of General Counsel—Mr. John B. Daish of Washington.
Address by Hon. Charles E. Townsend, M. C.
Report of Committee on Interstate Commerce Law—Mr. E. Vreeland.
Report of Committee on Quotations—Mr. W. G. Bishop.
Report of Committee on Transportation—Mr. F. E. Knowlin, Albion, Mich.
Reports of Committee on Rules for Arbitration—Mr. Jas. W. Sale.
Report of Committee on Grade—Mr. D. L. Leas.

WEDNESDAY, JULY 19—MORNING SESSION, 9:30.

Paper: Organization—Mr. H. L. Goemann.
Reports of Special Committees.
Reports of Standing Committees.
Report of Committee on Statistics—Mr. Franklin L. Lewi.
Report of Committee on Legislation—Mr. J. T. Clendenin.
Paper: How to Dispose of Low Grades—Mr. Edward M. Wasmuth.
Report of Committee on Arbitration—Mr. G. E. Nichols.
Report of Committee on Terminal Facilities—Mr. George S. Bridge.
Report of Committee on Standard Bales—Mr. W. T. Hulscher.
Report of Committee on Cipher Code—Mr. S. T. Beveridge.
Report of Committee on Demurrage and Reciprocal Demurrage—Mr. C. S. Bash.
WEDNESDAY AFTERNOON SESSION, 2 P. M.
Paper: Plain Facts—Mr. A. E. Reynolds.
Retrospection, For the Seaboard—Mr. E. A. Dillenbeck.
Retrospection, For the Southwest—Mr. D. P. Byrne.
Retrospection, For New England—Mr. W. S. Leavitt.

Retrospection, For the Northwest—Mr. J. A. Tierney.

Retrospection, for the West—Mr. E. A. Clutter.

Reports of State Vice-presidents.

Appointment Special Committees.

THURSDAY, JULY 20—MORNING SESSION, 9:30.

Reports of Special Committees.

Unfinished Business.

New Business.

Report of Nominating Committee and Election of Officers.

Installation of Officers.

Adjournment.

The entertainment features will be substantially as follows:

July 18—Concerts from 9 to 10 a. m. in front of the Boody House and St. Charles Hotel by the Newsboys' Band, which will escort the officers to the Valentine Theater, where the sessions of the convention will be held.

Evening entertainment at the Farm Theater.

July 19—Afternoon entertainment to the visiting ladies at the Casino Theater; evening moonlight ride on Steamer Greyhound.

July 20—Trolley ride around the Maumee Belt.

NEW NEW YORK HAY GRADES.

Members of the hay trade of the New York Produce Exchange have revised the grading rules as they formerly stood in that market and adopted those given below. They are practically the same as the grades of the New York Hay Exchange Association:

Prime Hay—Shall be pure timothy of medium growth, bright color, sound and well baled.

No. 1 Hay—Shall be timothy, not more than one-eighth mixed with other tame grasses, exclusive of clover, bright color, sound and well baled.

No. 2 Hay—Shall include all timothy not good enough for No. 1, fair in color, not more than one-eighth other tame grasses, exclusive of clover, sound and well baled.

No. 3 Hay—Shall include all hay not good enough for other grades, not over one-third clover, free from wild or bog, sweet, sound and well baled.

Shipping Hay—Shall consist of hay not good enough for No. 3, sound and well baled.

No-Grade Hay—Shall include all hay badly cured, stained, thrashed, or in any way unsound.

No. 1 Packing Hay—Shall consist of all fine grasses, of good color, free from flag and thistles, sound and well baled.

Fancy Clover Mixed Hay—Shall be bright, green-colored timothy and clover of medium growth, containing not over one-third clover, sound and well baled.

No. 1 Clover Mixed Hay—Shall be timothy and clover mixed, medium growth, with one-half to two-thirds clover, bright, sound and well baled.

No. 2 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-third clover, fair color, sound and well baled.

No. 1 Clover Hay—Shall be bright, medium growth clover, sound and well baled.

No. 2 Clover Hay—Shall be clover of fair color, sound and well baled.

No. 1 Rye Straw—Shall be bright, clean, long rye straw in bundles, pressed in large or upright bales, sound and well baled.

No. 2 Rye Straw—Shall be clean, long rye straw, of fair color, in bundles, pressed in large or upright bales, sound and well baled.

No. 1 Tangled Rye Straw—Shall be bright, clean straw, of fair length, sound and well baled.

No. 2 Tangled Rye Straw—Shall be reasonably clean, fair color, sound and well baled.

No. 1 Oat Straw—Shall be clean, bright oat straw, of fair length, practically free from chaff and thistle, sound and well baled.

No. 1 Wheat Straw—Shall be bright, clean straw, of fair length, sound and well baled.

SPONTANEOUS COMBUSTION OF CLOVER HAY.

Iowa promises to have a big crop of clover hay this season, but the weather has been rather unfavorable for curing, especially that cut in June; and there is some danger of its going wrong in the mow unless extra precautions are taken.

Exactly what causes spontaneous combustion of clover, alfalfa, shredded fodder and even corn ensilage is not very positively known. Combustion cannot take place until practically all the water ordinarily present in hay has been evaporated. As soon as this occurs, the temperature of the hay is apt to rise very rapidly. But just what the cause of the rise of the temperature at this stage of the process is, is not well understood. It is suggested, however, that certain natural ferments, called enzymes, are responsible for the changes that take place after or even before the water has been evaporated from the hay mow.

Some years ago Babcock and Russell of the Wisconsin station found that the fermentation which takes place in silage is not due to bacteria or

fungi, but to enzymes. They determined this by saturating the atmosphere in a miniature silo with vapors of ether, in which no germs can live. It was found that normal fermentation in this atmosphere of ether continued, and consequently the conclusion was reached that the process must be carried on by the ferments known as enzymes; and these may be responsible for the fermentation and subsequent combustion of hay in the mow, as they seem to have the power of producing chemical changes without themselves suffering change.

However, observation teaches that spontaneous combustion of hay never takes place unless the hay has been put in the barn while it still contained a large amount of moisture. Clover or other hay grasses may safely be put in the barn when they contain not to exceed 30 per cent of water. If, however, they contain much more than this, there is considerable danger of spontaneous combustion, especially where large quantities are put together, as is the case in large, deep mows and sometimes in large stacks. It is not practical for the farmer to analyze his hay to ascertain the exact amount of water it contains when it is ready to be put in the barn; a practical test, however, which may be safely followed, is to take a handful of hay, wring it as hard as possible, and if no juice can be wrung out of it, it is dry enough to be put in the mow. Bunches of wet hay mixed with dry hay have often caused spontaneous combustion. Such bunches should always be discarded, as they contain more water than a person suspects.

From the fact that spontaneous combustion cannot take place until the water has all been evaporated, there is little danger from this phenomenon until three to four weeks after the hay has been stored. During the first week or so, if the hay heats to such an extent that there is danger of combustion, it is well to open up the center of the hay as much as possible and allow some of the heat to escape. If, however, the process has continued much longer, it is dangerous practice to handle the hay at all, because all that is needed after the water has been evaporated is air, or oxygen to support combustion, and the whole mass will at once burst into flames. Sometimes combustion takes place without flames, in which case the center of the mow gradually chars; under such conditions, when the farmer comes to feed his hay in winter, instead of a well preserved lot, he finds the center as black as charcoal, with no value for feeding purposes.

MICHIGAN HAY ASSOCIATION.

The following is the official program of the fifth annual convention of the Michigan Hay Association, to be held at Jackson, on August 3 and 4, headquarters being at the Otsego Hotel:

THURSDAY, AUGUST 3—1:30 P. M.

Meeting called to order by the President, Smith G. Young, Lansing.

Invocation, Rev. J. F. Le Gear, Jackson.

Address of Welcome, Hon. W. W. Todd, Mayor, Jackson.

Response, Jno. L. Dexter, Detroit.

President's Annual Report.

Appointment of Committees.

Director's Annual Report, Geo. F. Dimond, Chairman, Mayville.

Report of Committees:

Transportation Committee, W. A. Bunting, Chairman, Kalamazoo.

Uniform Bill of Lading Committee, Geo. C. Warren, Chairman, Saginaw.

Arbitration and Investigation, F. L. Young, Chairman, Lansing.

Report of County Vice-presidents.

Secretary's Annual Report and Financial Statement.

Paper: Membership in our Association and its Advantages, B. F. Warner, Paw Paw.

Address: Evolution of the Hay Trade, H. W. Robinson, Green Springs, Ohio, Vice-president National Hay Association.

Paper: Reciprocal Demurrage, J. A. Heath, Lenox.

FRIDAY, AUGUST 4—9 A. M.

Paper: Lack of Consideration among Local Dealers for their Competitors, Horace Lamb, Imlay City.

Address: The Transportation Problem, Hon. C. E. Townsend, Jackson.

Paper: Relation of the Shipper to the Commission Man, F. E. Leighton, Jackson.

Address: Plants and Methods of Hay Production, Prof. C. D. Smith, Lansing.

Paper: Why Hay should be Sold Sight or Arrival—Draft for full Amount of Invoice, C. M. Pierce, Vassar.

General Discussion:

Hay Grading at Terminals, led by F. M. Sheffield, Detroit.

Buying Hay on Grade, Albert Todd, Owosso.

How to make the Hay Business a Success, Seth B. Rubert, Howell.

Competition by New and Inexperienced Buyers, J. L. Norris, Casnovia.

What are the Demands of the Trade, W. H. Meacham, Holly.

What Wrongs need Righting, H. J. Hankins, Elsie.

Report of Special Committees.

Election of Officers.

New Business.

Adjournment.

TRANSPORTATION

The movement of grain south on the M. K., & T. is heavy.

The Burlington has just completed 500 new grain cars at its Aurora shops in order to properly handle the grain crop. All the old equipment has been put in condition.

The rates on grain and grain products from Chicago to Virginia cities, including Richmond, Norfolk, Newport News and Roanoke, were advanced 2 cents per 100 pounds on July 7, from 15½ cents to 17½ cents.

What is known as the Thief River Falls extension of the Soo will be ready for business about September 1. The line runs from Thief River Falls, Minn., to Kenmare, N. D., a distance of 280 miles, and taps an important wheat country.

August 1 is the date set for the completion of the Farmers' Grain and Shipping Co.'s railroad in North Dakota. The line extends from Starkweather to Rock Lake, a distance of thirty miles, and is known as the Devils Lake & Northern.

Owing to a slack demand for vessel room at Chicago, and the fact that regular line steamers are not handling the customary quantity of package freight at this season, these boats appear to have entered into sharp competition for what grain there is to go forward. As a result rates have fallen off. Corn to Buffalo is being placed at 1½ cents.

Some of the lake carriers are said to be protesting against allowing Canadian vessels to take from Chicago grain which is intended for ultimate shipment to Europe from Portland. It is said that this is in contravention of coastwise requirements, which make it necessary that freight between American ports, such as Chicago and Portland, should be carried entirely upon American water craft.

On July 6 the Interstate Commerce Commission modified its former decision in the matter of the differential freight rate on ex-lake grain to and from North Atlantic ports so that account might be taken of the lighter weight of oats and barley over wheat, corn and rye. The differential was fixed in the original decision at three-tenths of a cent per bushel under the rate to New York. This stands as to all but oats and barley, on which the differential is fixed at one-sixth of a cent per bushel.

The Chicago & Alton on June 24 put into effect a ruling making rates on grain from Illinois points eastward by lake and rail via Chicago locally of the same proportions as charge on shipments to Chicago consigned to New York by all rail lines. It makes a difference of two-tenths to three-tenths cent. This will permit grain to be reconsigned to Chicago on local or through billing with transit privileges, doing away with the penalty now imposed on through billing grain when localized at Chicago.

A threatened grain rate war was averted at a conference of traffic officials in Chicago recently. The meeting was the result of the action of the Frisco System in filing with the Interstate Commerce Commission a tariff showing a reduction of 2 cents per hundred on grain from Kansas City to Memphis. The cut was to take the form of a differential, because of the advantageous location of Omaha as a gateway for the Northwestern wheat belt. After a lengthy discussion the officials of the Frisco decided to suspend the reduction pending a general conference of the roads interested, to be held on or before September 1.

The Chicago Board of Trade, the Minneapolis Chamber of Commerce and the railroads have come to an understanding over grain rates to Eastern points and an agreement has been adopted providing for a change in rates on July 17 from parts of Iowa and all of Minnesota and South Dakota to a basis that makes the rate from Minneapolis and St. Paul 6½ cents higher than the rates from Chicago to Buffalo and Pittsburg and points east of these gateways. This settles a matter that disturbed the grain trade of the two markets for years. To secure the business of the big shippers the railroads are alleged to have "played both ends against the middle," so that part of the time Chicago shippers had a big advantage over those in Minneapolis, while the rest of the time the advantage was with the Minneapolis people.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Broker Contracting in Own Name.

A broker employed to negotiate a sale of grain for future delivery, the Supreme Court of North Dakota holds (*Robbins vs. Maher*, 103 Northwestern Reporter, 755), has no authority, without his principal's consent, to make the contract for such sale in his own name.

A broker cannot recover from his principal, either for services or for money advanced by reason of a sale of grain negotiated for the principal, where, without the latter's consent, the broker had contracted in his own name. The fact that it was the custom of brokers at the place of sale to negotiate sales in their own names, without disclosing their principals, and to assume personal liability for the completion of such sales, is not sufficient to prove authority to sell in the broker's name, if it is not shown that the principal had knowledge of the custom.

Damages for Unreasonable Delay by Carrier.

It was established on the trial of an action for damages for delay of a shipment of sacked corn that the original carrier was not notified of the special arrangement that the plaintiff had made for the disposition of this corn until after the contract of shipment had been entered into. The Court of Civil Appeals of Texas says (*Chicago, Rock Island & Pacific Railway Co. vs. C. C. Mill Elevator & Light Co.*, 87 Southwestern Reporter, 753) that if this were all there was in the case, the railway company would not be liable. But upon proof of unreasonable delay, as was done here, and upon allegation and proof of the difference between the market price of this corn at destination at the time when it should have arrived there and the time it did arrive there, the company was liable for such difference.

DECISIONS ON NATIONAL TRACK RULES.

The trade rules committee of the Grain Dealers' National Association made the following report at the Niagara convention, which was omitted from the report of that meeting published in this paper in the June number for lack of space:

Question No. 1.—"A Kansas shipper sells to a mill in St. Louis a quantity of wheat at a certain price, delivered at St. Louis, but subject to Kansas City inspection. Notwithstanding the sale was made at a delivered price and the railroad on which the shipper is located runs into St. Louis, so that no transfer is necessary if shipped via that line, the buyer insists on the grain being billed to St. Louis routed via a different line, Kansas City.

"The grain is shipped and routed per buyer's instructions. The line of the railway stipulated by the buyer is negligent in receiving the shipment, and after having received it, has the grain transferred into one of its own cars at a Kansas City elevator. As a result demurrage accrues at Kansas City, and when the shipment arrives at St. Louis, the wheat is found to be of lower grade than that shown by the original Kansas inspection, indicating some error at the Kansas City transfer elevator.

"When all this delay and expense accrued, solely because of the buyers routing instructions, first: Is buyer or seller liable for the difference in grades of grain shipped and received? Second: Is buyer or seller liable for demurrage at Kansas City?—Bennett Commission Co."

The committee holds that the buyer is liable both for the demurrage and difference in grade, upon the theory stated by the inquirer, that the delay and expense is caused solely by the buyer's routing instructions.

Question No. 2.—"A quotes B a price on grain, subject to protestable demand draft with bill of lading attached. B ordered 1,000 bushels; and the day after the order is received A ships in good faith a car containing as nearly the quantity ordered as he can command, making draft according to contract.

"Draft is presented at B's office, payment refused because B has left the city, and made no provision for its payment, and it is therefore protested. A receives the customary notice of protest through the United States mail and by lively use of telegraph service catches the car, diverts it and applies it upon another contract.

"A few days later B demands the grain and

threatens suit. Has A fulfilled his contract, or has B a claim against A; if so, what and why?—Bennett Commission Co."

The committee's opinion is it would depend materially upon whether or not the amount of the draft might be considered reasonable. If reasonable, B has no claim against A, inasmuch as on the car quotation which A submits as the basis upon which the sale was made we find the following: "Terms—demand draft for nominal amount with bill of lading and official state inspection certificates attached, your certified mill weights." We take it for granted, of course, that the draft was accompanied by certificates as specified in the above. B certainly should have provided for the taking care of this draft before leaving the city.

Question No. 3.—"A sells B a quantity of grain to be shipped from country stations west of Kansas City, subject to Kansas City inspection and Eastern weights, and for mutual convenience in freight matters the price is made basis the Mississippi River. B instructs A not to bill any of this grain to any point on the Mississippi River, but to bill it to New York via Chicago, stop at Kansas City for inspection.

"When A carefully follows B's shipping instructions, first, who is liable when demurrage occurs at Kansas City? Second, upon whom rests the loss for any freight overcharges? Third, upon the basis of values in what market should any off grades or any surpluses above the quantity contracted be adjusted?—Bennett Commission Co."

With reference to the first question, who is liable if demurrage occurs at Kansas City? The committee holds that it is the buyer, B; for the reason that the seller, A, has complied with B's instructions, and that the grain is subject to B's disposition at Kansas City, and that any delay at Kansas City would be for the convenience of the buyer and not the seller.

With reference to the second question—"Upon whom rests the loss from any freight overcharges?" This question is not exactly clear, inasmuch as the point at which the overcharge occurred, whether east or west of the Mississippi River, is not mentioned. If the overcharge occurred on account of the violation by the shipper A of any of the rules of the Western Freight Traffic Association, west of the Mississippi River, then the shipper A is liable for overcharges up to the Mississippi River. If the shipper A followed the rules of the Western Freight Traffic Association, in loading and billing his grain, and if the overcharges occurred on account of restrictions, transfer, etc., by the buyer, B, then the buyer, B, is liable.

Third—"Upon the basis of values, in what market should any off grades or any surpluses above the quantity contracted be adjusted?" It is the committee's opinion that such an adjustment should be made upon the basis of the Kansas City market, inasmuch as Kansas City grades were to govern.

Question No. 4.—"Do the term 'spot shipment' and the term 'immediate shipment' mean one and the same thing?—Bennett Commission Co."

The committee begs leave to refer the inquirer to rule No. 2, which in part reads as follows: "Immediate shipment" shall mean that the seller has three days to load and bill grain, excepting Sundays and legal holidays." As to the term "spot shipment," while it is not defined in our Trade Rules, yet the committee would hold that grain sold for "spot shipment" should be loaded, billed out and invoiced on the day such sale was effected.

Question No. 5.—"Referring to Rule 20 of Trade Rules, as to notices as to expiration of time of shipment, we have always realized that it conflicted with Rule No. 4. We have always felt that the buyer had nothing whatever to do as to whether or not the contract was filled on time, unless he was notified by the seller in plenty of time to get an answer back before the expiration of the time of shipment, stating when he could not ship as per Rule No. 4, in which case the buyer should either cancel, extend the time of shipment on either the original or agreed price, or advise seller that he would be obliged to buy in the deficit for the seller's account. It has always seemed to us that a contract is a contract, and that if a shipper agreed to do a thing he should stand by it or pay the damage. It is certainly impossible for the buyer to know in time to protect himself whether or not the shipment has been made; and if persons followed Rule No. 20 they would have to be wiring every day to some party of whom they bought, asking if they had filled their contracts. We are pleased to note that our views have been upheld by the courts. We have a decision from the judge of the court in Champaign, Ill., who decided that, 'No custom, however prevalent or well understood, could change the plain wording of an expressed contract to deliver on a certain date.' This is certainly plain English, and parties shipping to us might well understand it.

"We have always been surprised that houses, supposed to be of good standing, should ever for a

moment think that shippers or anyone else should be allowed to violate a contract. We are also surprised that the Grain Dealers' National Association should have ever issued printed rules so directly in conflict with each other as No. 4 and No. 20.—B. F. Glover & Son Commission Co."

In behalf of the Grain Dealers' National Association the committee begs leave to remind the inquirer that this Association stands for the upright and honorable fulfillment of contracts by both buyer and seller, and your trade rules committee is proud to say that there are fewer defalcations and less litigation to-day between the legitimate cash grain trade buyer and seller than ever before, and that, too, with the volume of business increasing every year. We feel that the Trade Rules have done much to assist in bringing about these conditions.

We do not see that Rules No. 4 and No. 20 bring any hardship whatever upon either the buyer or seller, and both can live up to these rules, and by doing so would prevent any question whatever arising between the buyer or seller as to the obligations which exist between them in case the time of shipment of a contract has lapsed and the shipper has not been able to fill same according to the letter of the contract. It was for this very reason that Rule No. 20 was drafted and adopted by this Association.

This point can be no better illustrated than by calling the inquirer's attention to the next question which has been submitted by Messrs. M. G. Rankin & Co. of Milwaukee.

Question No. 6.—"It seems to us that at the coming convention of grain dealers, rules providing for the expiration of contracts should be amended so as to give better protection of the shipper than is now offered. When a contract expires, it seems to us that it should remain in force from day to day, unless the buyer notifies the shipper to cancel the order or that he has bought in for the shipper's account and that it should be the buyer's privilege to so notify the shipper at any time after the contract expires, giving him 24 hours in which to produce evidence that a shipment has been made. As the matter now stands, the buyer may cancel a shipment a week or two weeks after it has been made, provided the contract time had expired any time before the shipment was made. We have recently had cases in which we have made shipments a few days after contract expired and at the time of shipment the price of the commodity was more than the contract price. However, before the shipment had reached destination the market had declined, and, according to the rules of your Association it was the buyer's privilege to refuse the shipment on the ground that it was not made on contract time. We believe there is a rule providing that if the buyer does not notify the shipper of his choice to buy the shipment in or cancel it, the contract will remain in force for five days; beyond five days there is no provision made whatever. Do you not think it would be much better to amend the rule at the coming convention and have every contingency clearly provided for?—M. G. Rankin & Co."

The committee feels that Rule No. 20, providing as it does for an extension of five days, should be all that the trade could reasonably expect, and would recommend that in such instances as this both buyer and seller communicate with one another, agreeing on a definite extension, cancellation of contract or the buying in of the contract according to the rules that are now in force. The matter of lapse of contract is one which needs the careful attention not only of the buyer but of the seller as well. A careful understanding and a definite agreement on lapsed contracts will prevent controversies and harmonize the interests of both buyer and seller.

"Referring to the matter of general rules governing the purchase and sale of grain and its products, which shall apply in all exchanges and among country dealers, at present there is much confusion, for example: The term 'prompt shipment' does not mean the same thing in Boston that it means in Minneapolis. We believe that there should be a certain general rule covering all transactions, between members of different exchanges."

In reference to this suggestion, offered by Charles M. Cox & Co. of Boston, the committee begs leave to call this firm's attention to Rule No. 2, a part of which reads as follows: "Prompt shipment shall mean within ten days, with the same specifications as above." (The specifications refer to this sentence in the same rule.) "Shipments within any number of days shall mean to exclude Sundays and legal holidays." This calls attention to the fact that if more publicity were given the Trade Rules the better it would be for both shipper and receiver.

A movement is on foot among Oklahoma millers to import next spring a cargo of wheat from the Crimean district for next year's seeding.

PERSONAL

Nathaniel Gainsforth of Gwinner, N. D., will have charge of the new elevator at Hove, N. D.

C. W. Jones has resigned as manager of the Skewis-Moen Elevator at Sioux Rapids, Iowa.

Jack Frazee of Fairmount, Minn., has taken charge of the Rippe Elevator at Ceylon, Minn.

G. L. Winslow has succeeded F. W. Gaffney as agent for the Anchor Elevator Co. at Edmore, N. D.

H. Gotaas has resigned as manager of the Crown Elevator at Clinton, Minn., and removed to Mellette, S. D.

Ray Blackman has succeeded his father, Walter Blackman, as grain buyer for Bingham Bros. at Springfield, Minn.

Frank Ford of Colman, S. D., has taken charge of the McCall-Webster Elevator Co.'s elevator and lumber yard at La Bolt, S. D.

T. H. Cavanaugh has resigned as wheat buyer for the W. J. Jennison Co. at Appleton, Minn., and is succeeded by Charles B. Allen.

A. L. Johnson of Sleepy Eye, Minn., has succeeded Ole Huseby as manager of the Eagle Roller Mill Co.'s elevator at Boyd, Minn.

Jonas D. Bass of McKinney, Texas, has accepted the position of wheat buyer for the Prosper Mill and Elevator Co. of Prosper, Texas.

Charles Hultquist has given up his position as agent for the Federal Elevator Co. at Kennedy, Minn., and will move to Washington.

A. B. Taylor, formerly of the Southern Grain Co., Cincinnati, Ohio, has been elected president of the Interstate Grain Co., also of that city.

Charles S. Knudson of Audubon, Minn., has removed to Carrington, N. D., and taken a position as wheat buyer for the Andrews & Gage Co.

Philip H. Sopp has accepted the position of manager of the elevator which the Camp Spring Milling Co. is erecting on the L. & N. right-of-way at Belleville, Ill.

Fred E. Olson of Canby, Minn., manager of one of the elevators at Ellendale, Minn., and Miss Sarah Moen were married at Fish Lake, N. D., on June 23.

S. S. Tanner of Minier, Ill., who has been on the sick list and on that account was unable to attend the Decatur convention, is again attending to business.

J. M. Cory, treasurer and manager of the Harper Mill and Elevator Co., Harper, Kan., has been appointed a member of the Kansas State Board of Grain Inspection.

Frank Oleson has severed his connection with the Zorn Grain Co. at Peoria, Ill., and accepted a position with the Powell Lumber and Grain Co. of Wichita, Kan.

Thomas G. Jamieson, for the past year in charge of the Ireys Elevator at Fessenden, N. D., has resigned and taken the position of auditor with a Canadian elevator company.

C. L. Ward, who has had charge of the Northwestern Elevator Co.'s house at Litchfield, Minn., for the past year, will be transferred to Appleton, Minn. Frank T. Nelson succeeds him at Litchfield.

Joseph Johnson, for several years manager of the Red Lake Falls Milling Co.'s elevator at Thief River Falls, Minn., has resigned to engage in farming. He is succeeded by Nels M. Johnson of Crookston.

William T. Dillon, for twenty years engaged in the grain trade in Kansas City, Mo., has entered the life insurance business as the Southeastern Kansas representative of an Illinois insurance company.

Gilbert Christianson has resigned as grain buyer and manager for the Western Elevator Co. at Ellendale, Minn., and will remove to Castle Rock, Colo., where he will engage in the grain and feed business for himself.

H. G. Peters, formerly agent for the Crowell Lumber and Grain Co. at Cornlea, Neb., but who has more recently been engaged in farming, has accepted a position with the Nye-Schneider-Fowler Co. at Goehner, Neb.

W. T. Colvin, manager of the Kelly Milling Co.'s elevator at Souris, Man., has been appointed manager of the 250,000-bushel terminal elevator which the Western Canada Flour Mills Co., Ltd., will erect in St. Boniface, Man.

H. M. Walton, for many years head of the grain department of the Rea-Patterson Milling Co. of Coffeyville, Kan., has resigned to take charge of the business of the H. L. Strong Grain Co. R. E. Vaughn, grain buyer for the Rea-Patterson Co., will succeed to the position vacated by Mr. Walton and

Frank Patterson will take Mr. Vaughn's old position.

J. H. Lee has given up his position as buyer for the Great Western Elevator Co. at Fairfax, Minn., and will take charge of a house in North Dakota for the same company. William Smith of Boyd, Minn., succeeds him at Fairfax.

Charles England of Baltimore has been appointed by the mayor as one of the five sewerage commissioners of that city. The commissioners will have charge of the installation of the new sewerage system, which will cost \$10,000,000.

G. W. Groheler, who succeeded A. E. Pehrson as buyer for the Pacific Elevator Co. at Fairfax, Minn., several months ago, has resigned and will be succeeded by Thomas Treadwell of Winthrop, Minn. Mr. Treadwell formerly had charge of the elevator at Fairfax.

H. C. Harding has removed from Duluth to Minneapolis, Minn., where he will be manager of the Concrete Elevator Co. He has been superintendent of the Peavey Elevator system at the head of the lakes, being in charge of the operating departments of the several houses.

J. R. McLaren, who has been buying grain for the Monarch Elevator Co. at Brinsmade, N. D., for the past two years, has removed to Minnewaukon, N. D., where he has accepted a similar position with the North Dakota Realty Co., which recently bought the O'Neil Elevator.

CROP REPORTS

Reports from Washington and Oregon are encouraging. Another big crop of wheat will soon be harvested.

Corn has made satisfactory progress in Nebraska and is generally free from weeds. Warmer weather is needed now.

The Topeka State Journal has presented an estimate by counties giving Kansas a wheat crop of 84,434,645 bushels.

Wheat condition in Kentucky was 79, according to the July report, as summarized by C. A. King & Co. of Toledo. Oat condition was 99 and rye 92.

Corn in Oklahoma is mostly laid by and the early planted is forming ears. Wheat thrashing is showing poor to fair yields. Oats and barley harvest show poor to fair yields of good quality.

Wheat is yielding fairly well in California, but in some places is below expectations. Barley and oats are making very good crops in most sections, though oats have been somewhat damaged by rust.

The New England report says that rapid development has been shown in all grains. While corn is about ten days behind the season, the color and stand are good and indications are for at least an average crop.

Heavy rains have caused damage in Tennessee, interfering with the harvesting of wheat and oats. The latter is a fine crop. Corn is doing well, except that there is too much moisture to allow thorough cultivation.

Wheat is mostly in shock in the central and southern districts of Illinois and thrashing has begun, according to the state report. Corn has made satisfactory progress and a considerable portion is laid by. Good yields of oats in the central and southern districts are reported.

In Kansas wheat harvesting is practically completed in the southern counties. Thrashing discloses a well filled berry, but owing to rains but little has been done. The oat harvest is in progress in several counties, but the crop is not giving as good promise as usual. Corn is generally clean and looks well.

The Missouri July report estimates the wheat crop this year at 30,500,000 bushels; crop year ago, 27,000,000 bushels. Corn condition 91, year ago 75, and crop 172,000,000 bushels. Oats half crop; damaged by rains; only 16,000,000 bushels this year.

Secretary Frank N. Fowler of the Northwestern Grain Dealers' Association issued his report covering the wheat acreage. In Manitoba and the Northwest Territories there are 4,619,000 acres in wheat, compared with 3,420,400 last year, an increase of 1,190,000 acres. The conditions, says Secretary Fowler, are favorable except for too much moisture in the Red River Valley in Manitoba.

C. A. King & Co. of Toledo say of the Michigan July report: "Wheat yield per acre there is estimated at 19 bushels. This would make the crop this year about 19 millions. June expectations were about 18 millions. Corn condition 78, against 82 last month and 70 year ago. They raise about 40 millions of corn. Oat condition 90, against 90 last month. They raise from 30 to 50 millions of

oats. Rye yield 16 bushels per acre, against 12 year ago."

Texas dealers are estimating the oat crop at 20,000,000 to 25,000,000 bushels, but place the wheat yield below that of last year.

The weather bureau's weekly report, dated July 5, says: "Corn has made excellent growth over the greater part of the corn belt and, except in the upper Missouri and lower Ohio valleys, where rains have retarded cultivation, the crop is clean and well advanced. Considerable has been laid by in Illinois, Missouri and Kansas. A fine crop of oats is indicated in the principal oat producing states, few unfavorable reports respecting this crop being received. Harvesting is in progress in the lower Missouri and central Mississippi valleys."

The Jones-Inglis report, issued July 6, estimates the winter wheat crop at 365,000,000 bushels, divided as follows: Ohio, 28,000,000; Michigan, 14,000,000; Indiana, 26,000,000; Illinois, 22,000,000; Missouri, 30,000,000; Kansas, 68,000,000; Nebraska, 30,000,000; Texas, 9,000,000; Oklahoma, 18,000,000; California, 22,000,000; Pennsylvania, 26,000,000. The report suggests a crop of 175,000,000 bushels of spring wheat for the three Northwestern states, but it is declared that it is too early to make a definite estimate. It is stated, however, that the black rust had not made its appearance.

The Ohio report for July says: The heavy and continued rains seriously retarded corn planting and some fields intended for corn were abandoned. The fields are weedy, as cultivation has been impossible, and the growth is not uniform, owing to the irregularity of planting. The estimated condition is reported at 80 per cent. The damage by cut worms is nearly 6 per cent. The returns of the township assessors show that 2,933,488 acres were planted to corn in 1904, while this month's report shows 2,769,256 acres, a shortage of 164,232 acres. Oats are growing nicely and the estimated condition is 94 per cent of an average.

The Iowa state report for the week ended July 10 says: "Conditions were more favorable for field work the latter half of the week, and some progress has been made in cultivating late planted corn, and in hay making and cutting winter wheat, rye, barley and early oats. There has been considerable damage to clover that was cut the preceding week; but there is a large acreage yet to be cut, and, with fair weather, a full average hay crop will be harvested. In the southern districts harvesting early oats and fall rye and wheat is in progress. There are but few reports of damage to wheat and oats by rust. Except on low, wet soils the general condition of the corn crop is fairly good. In respect to height, stand and cleanliness, it is better than the condition reported on the corresponding date last year."

"Since our last report" [see communicated], say the Van Dusen-Harrington Co. of Minneapolis, on July 10, "there have been received from many localities in the Northwest reports of black rust. From many of these points we have received samples and submitted same to expert authority and are advised that the samples submitted have been examined (together with several others from various sections of Minnesota and the Dakotas) and there is no evidence of the so-called black rust; but the leaf blades and leaf sheaths which surround the stem are pretty well polluted with the pustules of the so-called red rust, more properly called orange leaf rust. Both species of rust have a red and black stage of development. This makes a determination accurate only with the aid of a high-power microscope. To the naked eye the black stage of the orange leaf rust is not markedly different from the black stage of the black rust. The damage from rust is largely dependent on the weather conditions from now on. During the past four or five days there have been local showers through the Northwest. The weather, as a whole, has been favorable for the growing crop. In Southern Minnesota and South Dakota the early sown flax is in bloom and gives promise of a good crop. In this territory barley and oats are headed and in fine condition. The season is a little late."

Preliminary returns to the chief of the bureau of statistics of the Department of Agriculture, published July 10, show the acreage of corn planted to be about 94,011,000 acres, an increase of about 2,080,000 acres, or 2.3 per cent on the area planted last year. The average condition of the growing crop on July 1 was 87.3, as compared with 88.4 on July 1, 1904, 79.4 at the corresponding date in 1903 and a ten-year average 87.6.

The average condition of winter wheat on July 1 was 82.7, as compared with 85.5 last month, 78.7 on July 1, 1904, 78.8 at the corresponding date in 1903, and a ten-year average of 77.8. The average condition of spring wheat on July 1 was 91, as compared with 93.7 last month, 93.7 on July 1, 1904, 82.5 at the corresponding date in 1903, and a ten-year average of 89.3. The average condition on July 1 of spring and winter wheat combined was 85.8 as compared with 84.5 on July 1, 1904, and

80 at the corresponding date in 1903. The amount of wheat remaining in the hands of farmers on July 1 is estimated at about 24,257,000 bushels, equivalent to about 4.4 per cent of the crop of last year.

The average condition of the oats crop on July 1 was 92.1, as compared with 92.9 last month, 89.8 on July 1, 1904, 84.3 at the corresponding date in 1903, and a ten-year average of 88.5. The average condition of barley on July 1 was 91.5, against 93.7 one month ago, 88.5 on July 1, 1904, 86.8 at the corresponding date in 1905, and a ten-year average of 88.3. The acreage of flax is greater than that of last year by about 128,800 acres, or 6.7 per cent, and the condition on July 1 was 92.7.

OBITUARY

T. S. Davis, for years the proprietor of a grain elevator at New Madison, Ohio, is dead.

Grove J. Penney, head of the Cincinnati grain commission firm of Grove J. Penney & Co., is dead.

S. L. Adams, for many years a grain merchant and grocer at Newfield, Me., died on June 17, aged 68 years.

Carl F. Bond, for the past five years the New York representative of the Corn Trade News and the Broomhall Cable Agency, died on June 23 after a two weeks' illness. Death was due to spinal meningitis.

Theo. C. Slingerland, a well-known New York hay man, died recently at Coeymans, N. Y., at the age of 46 years. The deceased was a brother of H. R. Slingerland of Canajoharie, N. Y., and F. A. Slingerland, a New York hay commission merchant.

Carl A. Claussen, a grain broker and member of the New York Produce Exchange, was instantly killed on June 13 by falling from an open window on the fourth floor of his home while wandering in a somnambulist state. He leaves a son and two daughters.

Jacob H. Ostrum, a prosperous hay and grain merchant of New York City, committed suicide by shooting himself at his home in that city on June 27. He had been a sufferer from bronchitis and asthma for a number of years. He was 62 years of age and leaves a wife and daughter.

B. N. Foster, one of the veteran members of the Chicago Board of Trade, died in this city on June 30. The deceased was 72 years old and came to Chicago in 1870. He had been connected with the grain trade here for over thirty years. His body was taken to his old home at North Pownal, Vt., for interment.

L. A. Mallory, a prominent Minneapolis grain man and railway official, committed suicide by shooting himself at a hotel in that city on July 4. Mr. Mallory was born in Ohio 58 years ago and was a graduate of Oberlin College. He began life as a grain dealer in Chicago, handling grain for Eastern connection. He later was cashier for a Burlington, Iowa, concern. Since 1877 he has been engaged in railroad work.

Arthur Atkinson, a well-known grain merchant of Winnipeg, Man., was found dead in his room at the Windsor Hotel in Ottawa, Ont., on June 22. He was in that city on a business trip. The deceased was 55 years of age and was a native of Logan, Ont. He located in Winnipeg in 1883 and engaged in the grain business. From 1887 to 1891 he was a partner of the Hon. R. P. Roblin, the firm name being Roblin & Atkinson. He leaves a widow and two brothers.

Webster Marshall Samuel, former president of the St. Louis Merchants' Exchange, died on June 22, aged 72 years. He was born in Clay County, Mo., in 1834. After graduating from Center College, Danville, Ky., he engaged in business in St. Louis and became a member of the Merchants' Exchange in 1851. He was president in 1874. Mr. Samuel was the organizer of the United Elevator and Grain Co., in which a number of companies were consolidated, and became its president. More recently he was engaged in the brokerage business. He leaves a widow, five sons and two daughters.

John Reinig, president of the Fond du Lac Malt and Grain Co., died on June 24 at his home in Fond du Lac, Wis. Dissolution came as the result of injuries sustained in a fall from the roof of his residence three days previous. He was born June 12, 1836, in Hassen-Darmstadt, Germany, and at the age of fifteen years, an orphan, he came to America with an uncle. Mr. Reinig first located at Syracuse, N. Y.; later he went to New York City, where he learned the tinsmith's trade. In 1866 he removed from Rochester to Fond du Lac, Wis., where in 1892 the Buerger-Reinig Malting Co. was formed. This company was reorganized four years later as the Fond du Lac Malt and Grain Co.,

Mr. Buerger retiring. Since that time Mr. Reinig had given the business his careful personal attention.

Adolphe Breuchaud, for thirty years a leading grain merchant of Greenville, Ill., died on June 13 at Geneva, Switzerland, where he had gone for a last visit in his native land. The deceased was born in Vevey, Switzerland, in 1833. He came to America with his parents about 1850, locating at Higland, Ill. In 1853 he moved to Greenville, where he engaged in the grain business in 1875. Mr. Breuchaud continued in this line until March 7 of the present year, when he sold his business to his son John and went on a visit to Switzerland. Three sons, a daughter, five brothers and two sisters survive him. His wife passed away on January 20, 1905.

Arthur B. Emmick, son of ex-mayor Vincent J. Emmick of Toledo, Ohio, and one of the most prominent young business men of that city, died on June 11. He was born in Toledo in July, 1875, and had lived there all his life. He was a graduate of the Toledo High School and later went to Oberlin College. He was at one time clerk of the Board of Health and after his return from Oberlin entered the Second National Bank. He was for a time connected with the Travis Grain Co. and later with Paddick & Hodge, finally engaging in business for himself. Mr. Emmick is survived by his wife and young daughter. He was a member of the Masonic fraternity and of the National Union.

Robert Dennison Martin, a pioneer Canadian grain merchant, died at his home in Westmount, near Montreal, Que., on June 28. The deceased was born in Napanee, Ont., fifty years ago. In the early days of his business career Mr. Martin located at Deloraine, Man., but he afterward removed to Winnipeg, Man., where he entered the grain trade and built up a large business. Mr. Martin was for years associated with E. S. Jaques and A. P. Stuart, forming the R. D. Martin Co., Ltd., grain exporters. Mr. Martin removed to Montreal about five years ago. He leaves a widow and five children. The Montreal Corn Exchange Association, of which Mr. Martin was a prominent member, held a special meeting on June 29 and passed appropriate resolutions of respect for the deceased and of sympathy for his family.

IN THE COURTS

Chas. Carlson has begun suit at Minneapolis against the Peavey Duluth Terminal Company for personal damages. When the company's concrete elevator broke many months ago, Carlson was injured.

A suit has been commenced by the Van Dusen-Harrington Company of Minneapolis against S. K. Nester of Geneva, N. Y., in the United States District Court at Minneapolis, in which the plaintiff asks damages and interest amounting to \$3,950.50. The complaint alleges that the plaintiff, on or about October 22, 1904, contracted with the defendant to deliver, by November 15, at the lake port of Buffalo, N. Y., 100,000 bushels of barley at 51 cents a bushel. The plaintiff alleges that this was delivered November 18, after being shipped from Gladstone, Mich., November 11 and 12, but that the defendant has not paid for it.

The case of the C. N. R. R. Co. against the E. S. Gilliland Grain Co. of Van Wert, Ohio, has reached the Supreme Court of that state on appeal by the Railroad Company. The Grair Company, in its original petition, cites that it is in the business of buying and selling and shipping grain, and that from time to time it was handicapped in its business by the refusal of the railroad to furnish it cars, while at the same time other shippers were being favored. By reason of this suit was brought in the Court of Common Pleas for \$500 damages, and a full verdict was secured. In this the Grain Company was vindicated in its charges of discrimination, but the case was carried into the Circuit Court by the Railroad Company, where the judgment of the trial court was sustained. Now the Railroad Company brings it up to the highest tribunal for a final decision.

The case of Smith-Baker Commission Co., Minneapolis, against H. B. Bornlan of Hallock, involving the Grindeland law, was decided at Crookston in favor of the defendant. The Smith-Baker Company alleged that Bornlan had overdrawn his account for wheat shipped them during the year 1904 some \$1,124, but Bornlan answered that he had not been credited upon the firm's books with the proper amount. The commission firm then claimed that Bornlan's weights as given in his bills of lading were padded. During the trial of the case it appeared that the Company had not com-

plied with the provisions of the Grindeland law in regard to daily reports of sales, but the Company contended that Bornlan was the firm's agent rather than its patron. This contention, however, was not upheld, as it was proven that the latter was an independent purchaser.

SEEDS

The Vogeler Seed Co. of Salt Lake City, Utah, is preparing to erect a three-story warehouse in that city at a cost of \$12,000.

The Union Seed Co., capitalized at \$50,000, has been incorporated in Boston, Mass. G. Edgar Pope is president and W. Howard Pope, treasurer.

The second annual convention of the Canadian Seed Growers' Association was held in Ottawa, Ont., on June 27, 28 and 29. Prof. James W. Robertson was re-elected president.

The William Rennie Seed Co., Ltd., has been incorporated at Toronto, Ont., with a capital of \$150,000, to take over the seed business heretofore conducted by William Rennie. The provisional directors are: William, Robert, John, Thomas and Annie M. Rennie, all of Toronto.

The Albert Dickinson Seed Co. is building two additions to its seed elevator at Twenty-fourth Avenue and Elm Street in Minneapolis, Minn. One will be constructed of white brick and the other of frame. In the frame addition machinery will be installed for cleaning seeds, while the brick structure will be used entirely as a warehouse. The dimensions of the two additions are 45x100 and 45x80 feet. They will cost about \$40,000 and will probably be completed about October 1.

King & Co.'s circular of July 10 has the following concerning the clover seed crop: "Michigan dealer writes: 'If it does not stop raining fear the seed crop will be light.' Iowa, Keokuk dealer writes us: 'Have just returned from a trip through the seed territories of Iowa and Missouri and have looked over the seed situation pretty thoroughly, coming to the conclusion that the crop in these territories will be very materially short from what we have usually, to say nothing of the enormous yield of last year.'"

In commenting on the estimates of this year's clover seed crop for Michigan, as reported by the agricultural bureau, a dealer of that state said that he believes the figures erroneous. The estimate of the bureau is 101 per cent against 96 per cent last year. The dealer stated that he had been over a large part of the territory devoted to clover in that state and his observation would warrant a conservative estimate of more than double acreage and three times as good condition as last year. This would mean a production of about six times as much seed if the weather is favorable for ripening and maturing the crop.

Concerning clover seed a recent circular of C. A. King & Co., Toledo, Ohio, says: "Hamburg, Germany, seed dealer writes: 'Stocks of red clover carried over are larger than last year, especially of American seed. Crop prospects have improved. It is of course too early to say anything definite.' Ohio dealer writes: 'Clover as fine as could be imagined. If there is anything to be told of seed crop from present condition of clover, we should have the greatest in our history.' Another Ohio dealer writes: 'Clover is very rank, too rank to make good hay, but with anything like good season ought to make a good crop of seed.'"

O. C. Thompson, a seedsman and corn breeder of Farmington, Minn., is trying to organize a company at Albert Lea, Minn., to engage in the seed business. Of the \$25,000 capital required he agrees to subscribe \$10,000 if the farmers and business men will put up \$15,000. The intention is to have the general office and warehouses at Albert Lea and operate the present warehouse at Farmington as a branch. Committees were appointed some time ago to take up the matter with Mr. Thompson and arrange for the location of the business at Albert Lea. The company is to make a specialty of field seeds and do a wholesale business in this line.

At the final session of the annual convention of the American Seed Trade Association at Alexandria Bay, N. Y., on June 22 the following officers were elected: President, W. H. Grenell, Pierrepont Manor, N. Y.; first vice-president, L. L. May, St. Paul, Minn.; second vice-president, G. McVey, Birmingham; secretary-treasurer, A. Kendall, Loveland, Ohio; assistant secretary, F. H. Funk, Bloomington, Ill.; chairman membership committee, Charles N. Page, Des Moines, Iowa. A committee was appointed to consider the revision of the constitution and by-laws of the Association, with a view to more conservative action regarding the admission of new members. The Association will hold

its next annual meeting at San Jose, Cal., the last week of June, 1906.

A recent "Red Letter" from J. F. Zahm & Co., Toledo, Ohio, has the following advice to seed shippers: "Seed shippers ought to have some cards printed or notices put in the local paper urging farmers to clip their clover early. Most farmers wait until the tops are well browned and the result is they don't get as much clover seed as they would if they clipped it before the plant got too ripe. One of our best Ohio seed shippers claims he has educated the farmer to do this with fine results. They get a big yield of clover, good prices, etc. We happened to drive in his vicinity the other day and there was a big clover acreage which speaks for itself."

E. N. Campbell, who operates elevators at Ypsilanti, Jamestown and Montpelier, N. D., is quoted as follows by the Duluth Commercial Record concerning the flax crop of that section: "If the North Dakota flax crop makes good, we will fill your little old town full of flax this season. I have been driving for the past four weeks; never saw as large an acreage and never such a prospect." The same paper, in commenting on the above calls attention to the fact that the section in which Mr. Campbell operates elevators has never been known as a very large flax country, but states that all advices show a great revulsion of feeling away from wheat and barley and toward flax.

Concerning the prominence of Toledo as a clover seed market a late King & Co. circular says: "Toledo is the leading clover seed market of the world. Providence made it; dealers here have preserved it. It is the natural outlet for the big clover seed states and near the large consumers. Ohio and Indiana raise more than all the other states combined. New York and Pennsylvania use the most. There are more seed dealers here than elsewhere. There is always active competition. It is the only market where you can trade freely in futures. Inspection certificates here are a legal tender everywhere. There are large dealers outside, but most of them, foreign and domestic, trade here. Toledo is to the clover seed trade what Chicago is to corn."

The Duluth Commercial Record says the annual consumption of linseed oil in the United States is believed by many well-posted people to be a variable quantity, increasing or decreasing according to factors which may arise in any one year. Since the crop year of 1901 it has been impossible to determine from the size of the crop imports and exports, etc., what the annual consumption has amounted to, because the crops have been largely in excess of requirements and a surplus has been carried forward from year to year. It is a pretty well established fact now, however, that the 1901 crop was not equal to the annual consumption and that the surplus carried forward from previous years has been drawn on to help out. For the two years ending July 31, 1901, the Commercial Record was able accurately to determine that the average consumption was very close to 18,000,000 bushels. Since 1901, however, there is no known method by which we can figure out with any degree of certainty the probable annual consumption beyond the fairly well established fact that supplies of oil in the hands of independent crushers and to a large extent in the hands of the grinding trade are being rapidly reduced to a minimum. By a process of deductions based on these facts the Record is inclined to put the consumption of seed for the past year at fully 21,000,000 bushels, and also believes this to be the largest year in the history of the country.

EXPERIMENTS WITH CLOVER SEED.

A series of tests of red clover were made at the Maine Experiment Station to determine the best source from which to obtain seed for general farm purposes. Seed was obtained for test from ten states and 16 foreign countries, careful notes were made as to the per cent of germination, date of blooming, date of cutting, yield per acre, general condition of the stand and characteristics of the plants.

As a result it was found that the most vigorous seeds were from upper Austria, Styria, Hungarian Transylvania and Russia. Of the American seed tested that from Ohio and Illinois was, in this trial, the strongest. The largest yields were obtained, in the order given, from the seed from Minnesota, Bohemia, Indiana, Wisconsin, Brittany and Ohio. The earliest to mature were those from seed from Indiana, Hungarian mountain region and Ohio, which were ready to cut June 29. These were closely followed by those from Bohemia, Italy, Illinois and Wisconsin.

The tests emphasize the importance of sowing seed that is not only vigorous in germinating qualities, but is from a source and of the variety that will yield the best returns. The germinating qualities of clover or other seed can be tested by farmers at trifling expense of time or money, and is a matter too often neglected. In many instances

a poor stand of clover or other crop is due to inferior seed and might have been avoided by testing and rejecting at a cost bearing no comparison to the loss sustained by sowing it. Such test would reveal the presence of noxious weed seeds that are frequently mixed with clover and grass seed, to the serious detriment of the crop and to the permanent injury of the land.

FIRES--CASUALTIES

The plant of the Boulder Farmers' Mill and Elevator Co. at Boulder, Colo., is reported burned.

The Farmers' Elevator at Ellis, S. D., was struck by lightning on July 3 and the roof slightly damaged.

The grain warehouse at Cottage Grove, Wis., caught fire on July 4 from a spark from a passing engine and was badly damaged.

Ferbert Hoffschmidt, an employe of the Western Elevator Co. at Winona, Minn., was caught in a belt on June 25 and instantly killed. He was 21 years old and single.

George Ruff's grain elevator at Amanda, Ohio, burst on the morning of July 1, allowing 5,000 bushels of wheat to run out into the creek and upon the ground. The loss is over \$6,000.

The 150,000-bushel steel grain tank which was being erected at the Watson Mill Co.'s plant in Wichita, Kan., was damaged to the extent of about \$1,000 during a heavy windstorm on the night of June 15.

A. O. Cornwall's elevator at Hunter, N. D., was burned, together with 1,000 bushels of grain, on June 15. The fire occurred at 5 o'clock a. m. and the cause is unknown. The books from the office were saved.

During a heavy wind at Trenton, N. J., on the afternoon of June 22 the plant of the Trenton Mills and Elevator Co. was unroofed. The rain which followed damaged a quantity of mill stuff. The loss is about \$5,000.

W. F. Banta & Co.'s elevator at Mortimer, Ill., was destroyed by fire of unknown origin on the night of July 10. The loss on the elevator is \$8,500 and on its contents, 18,000 bushels of corn, \$10,000; covered by insurance.

The plant of the Merchants' Distilling Co., an independent concern at Terre Haute, Ind., was partially destroyed by fire on the afternoon of June 29, which damaged the plant to the extent of \$125,000. The loss is thought to be well covered by insurance.

Fire in the engine room of the Star Elevator at Oklahoma City, Okla., owned by Villotte & Ferguson, did damage to the extent of about \$150 on June 20. The fire broke out at 8:35 o'clock p. m., originating, it is presumed, in a pile of cobs near the sheller.

The Farmers' Elevator at Utica, Minn., was totally destroyed by fire on the afternoon of June 8. The cause of the fire is not known but it is thought to have been started by a spark from a passing engine. The building contained 4,000 bushels of oats and some other grain.

The grain elevator and lumber yard of Dow & Sandham at Harlan, Iowa, were burned on the evening of June 24. The water tank and engine house belonging to the Rock Island Railroad were also destroyed. The total loss is \$30,000, partially insured. The cause of the fire is unknown.

Singer Bros.' elevator at Dixon, Ohio, was totally destroyed, together with its contents, by fire of unknown origin on the night of June 9. The loss is \$12,000 with \$7,000 insurance. A curious coincidence is that the firm's former elevator at that place was burned just a year previous, almost at the same hour.

The large grain elevator of the Goderich Elevator and Transit Co. at Goderich, Ont., was totally destroyed by fire of unknown origin on July 3. The fire broke out at noon, starting in the lower part of the elevator. The power plant was saved, being only slightly damaged. The burned elevator had a storage capacity of about 750,000 bushels of grain and contained about 221,000 bushels of No. 1 Manitoba hard wheat at the time of the fire. This grain was valued at \$1.09 per bushel. Large consignments of grain had been received only a few days before and the steamer Manitoba had just discharged her cargo. The loss on grain is estimated at \$240,000 with \$127,500 insurance. The elevator was constructed five years ago and to a great extent met the needs of the Western Ontario millers. The burned grain was practically all consigned to millers within a hundred miles of Goderich. The building was of frame, metal clad. It cost about \$160,000 and was insured

for \$88,750. The elevator was owned by Goderich, Toronto and London capitalists and by the Grand Trunk Railway Co. Last year John Hunt of London, Ont., was manager. This year the business is managed by W. L. Horton of Goderich. Grain was placed in the elevator at shippers' risk.

Gas igniting from a lighted lantern caused an explosion which set fire to the Blanchard Elevator at Bennington, Kan., on July 1, and the building was totally destroyed. The loss is about \$5,000. The elevator had just changed hands on the day of the fire, being taken over by a local organization of farmers who had purchased it from A. D. Blanchard.

On June 12 the offices and warehouses of the Daniel McCaffrey's Sons Co., at 716 and 718 Fifth Avenue, Pittsburg, Pa., were destroyed by fire. While the loss is large it is practically covered by insurance. The company has secured temporary quarters near its former establishment and is able to look after hay and grain shipments as promptly and satisfactorily as before.

The B. & O. Elevator at Tiffin, Ohio, operated by Sneath & Cunningham, and O'Connell & Knepper's hay warehouse were destroyed by fire on the morning of July 1. Eight hundred tons of hay were consumed. The loss on the elevator is \$10,000; fully insured. The hay was valued at \$15,000 and insured for \$10,000. The fire started in the hay warehouse and spread to the elevator.

The Daggett Elevator at Ogden, Ill., was destroyed by fire of unknown origin at about 3 o'clock a. m. on June 30. A. Daggett had just traded the house to I. M. Busby of Fairmount, Ill., for some land and the latter was to take possession in a few days. Most of the grain had been shipped out so there was only a small amount in the elevator at the time of the fire. The loss on the elevator is \$5,000 and \$2,000 on its contents, both being partially insured.

The elevator at Lindley, Ind., owned by the L. S. & M. S., and operated under lease by the South Bend Grain Co. of South Bend, Ind., was burned on the afternoon of June 14. The loss is about \$3,000, partially covered by insurance. As the elevator had not been operated since last spring it did not contain any grain. The grain company was preparing to install new machinery and put the house in shape for business. A spark from a passing locomotive is said to have caused the fire.

The premises of the Annis Flour and Grain Co. in Manchester, N. H., were damaged by fire to the extent of between \$5,000 and \$6,000 on the afternoon of June 26. The fire started in the basement of the building occupied by the company and is supposed to have been caused by lightning following an electric wire. A severe electrical storm was in progress when the fire broke out. The flames were confined to the basement, but the stock on the upper floors was damaged by smoke and water.

The warehouse of the F. C. Ayres Mercantile Co. at Sixth and Walnut streets, in Denver, Colo., was destroyed by fire, together with its contents, on the afternoon of June 18. The loss is estimated at \$100,000—\$20,000 on the building and \$80,000 on the contents. There was insurance to the amount of about 80 per cent of the loss. The fire was discovered shortly after 3 o'clock p. m. and the cause is unknown. It is thought, however, to have been due to a defective electric wire. The warehouse was a one-story brick structure a block long and covered with a corrugated iron roof.

Succotash, or wheat and oats grown together, is excused in North Dakota on the ground that the two cereals grown together yield better than when grown single, and also are not so likely to rust.

A movement is on foot to have a permanent experiment station for rice exclusively created at or near Beaumont. Dr. S. A. Knapp is now in control of the government's experimental work, but no regular station exists.

Counting the elevators now building, Kansas City has storage room for 6,675,000 bushels of grain, distributed as follows:

New Santa Fe, now building....	1,000,000 bushels
New Rock Island, now building..	750,000 bushels
New Maple Leaf, now building...	500,000 bushels
Argentine, projected	500,000 bushels
Ismert Mill Elevator, projected...	100,000 bushels
Standard Mill Elevator, projected..	250,000 bushels
Peavy, in operation.....	1,000,000 bushels
Old Santa Fe, in operation.....	750,000 bushels
Frisco, in operation.....	600,000 bushels
Memphis, in operation.....	450,000 bushels
Old Rock Island, in operation...	120,000 bushels
Rosedale, in operation.....	100,000 bushels
Kelly Mill Elevator, in operation..	200,000 bushels
Bulte Mill Elevator, in operation..	60,000 bushels
Rex Mill Elevator, in operation...	225,000 bushels
Arms & Kidder Mill Elevator in operation	60,000 bushels
Southern Mills Elevator, in operation	10,000 bushels

TROUBLES OF ZAHM'S BEAR.



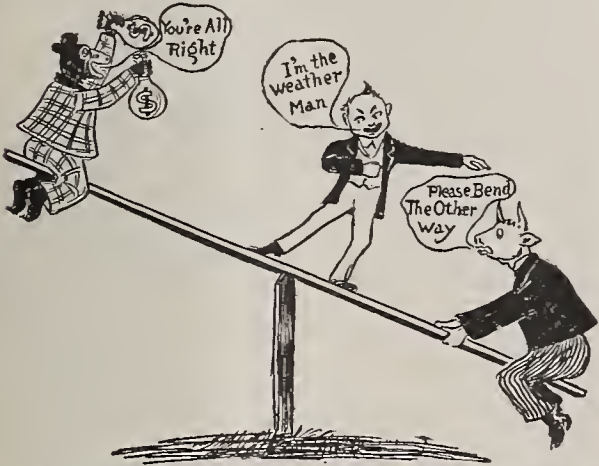
The bear got caught in the rain this week. Will there be more wet weather, or is a change due?—Zahm's Circular, June 24.



It hit the bear again to-day—June 29.



The bear was hurt by "crop scares" this week. Will he and the crop suffer more, or both do better?—July 1.



What will the weather man do next week?—July 8.

STORAGE TANKS ON THE COAST.

A correspondent from Dayton, Wash., says that W. H. Richardson, a 1,000-acre farmer in that neighborhood, is building storage tanks to hold from 1,650 to 2,750 bushels, to which grain will be carried directly from the thrasher by means of a pneumatic elevator, there to be stored until ready for shipment, when it will be hauled in bulk to an elevator having a wagon "dump." Here, after passing through a cleaner and being weighed, it will be loaded into cars in bulk and not be sacked, unless necessary, and then at the cars.

If the new method shall prove to be practical and successful, it will effect a great saving of money and labor. No manual labor, unless it be to sack the grain in the cars, will be required in handling the grain after it shall pass into the self-feeder of the thrasher.

Mr. Richardson's plan is attracting some attention in Eastern Washington, as it is of importance to every large grain grower in Washington, and may revolutionize the business of handling grain in that state on an extensive scale.

Louisiana authorities on rice predict a short crop of that cereal for this season.

FACTS AND FIGURES

As harvest approaches on the Pacific Coast, the demand for grain sacks has been so great as to absorb the left-overs of last year and to develop an apparent shortage.

Contracting new wheat from the farmer is very often unsatisfactory, and we don't approve of it. Shippers get into more wrangles and losses by making a deal with the farmer on his new wheat, and it would be better for all if he waited until the wheat was hauled in before fixing the price. If shippers make a contract and market goes up the farmer's crop is short. If the market declines he seems to have an enormous yield.—Zahm & Co.

All of Chicago's "public" elevators that have applied to the Board of Trade have been made "regular" for the year commencing July 1. They are Armour A, B and B annex; the St. Paul and Fulton, operated by the Armour Grain Company; the Calumet C and Central A, operated by Bartlett, Frazier & Carrington; Chicago and St. Louis Elevator and Annex; the National, Union and Annex, operated by Harris-Scotten; the Peavey Elevator B, by the Peavey Grain Company, and South Chicago Elevator C and Annex, by J. C. Shaffer & Co.

The first carload of new wheat was received in Kansas City Sunday, June 18. It weighed 61 pounds to the bushel, which is two pounds over the standard for best grade, and it was hard and dry. The car came from Tulsa, I. T., and was consigned to Hinds & Lint. As is customary with the first carload of new wheat, it was auctioned off and brought \$1.06 per bushel on June 19. This is about 15 cents above what new wheat ordinarily brings, and was purchased simply as an advertisement. It was a very fine carload of wheat.

Some of the elevator people here who pose before railway officials, railway commissions and the country trade, as promoters of prices to draw grain to this market, continue to be the greatest sluggers of values and daily pound wheat futures by pressing the sale of such enormous lines that their offerings are greater than the present buying power. One is reminded of the not distant period when Pardridge would go short 10 to 15 million bushels futures without regard to stocks here or anything else. These are the lions lauded by a patronizing press.—Pope & Eckhardt Co.

By the decision of the U. S. District Court in the Mystic Milling Co. case at Sioux City, it was judicially established that railways cannot be required to serve private switches, but have a right to withdraw such service at any time for any reason satisfactory to themselves. The Mystic Milling Company had brought suit against four railway companies and the Western Car Service Association, claiming \$150,000 damages because the railways withdrew their service on the Milling Company's switch as the result of the refusal of the company to pay a demurrage bill of \$26, on the ground of a countercharge against the railways for delaying shipments. After service had been suspended for five days the Milling Company secured a mandatory order against the roads; but Judge Kennedy now decides that the railways do not serve private tracks in the capacity of common carriers, and therefore that the Milling Company cannot recover damages.

Some Southern manufacturers of cottonseed oil are reported to be contemplating using their plants for a portion of the year in the manufacture of linseed oil. In response to a query as to whether the oil could be extracted from flaxseed with the same machinery used in extracting oil from cottonseed the Manufacturers' Record published a number of replies by experts. Among them is the following from J. J. Edwards of the Foos Manufacturing Co., makers of Scientific Attrition Mills, crushing machinery, etc., of Springfield, Ohio: "We believe we are correct in stating that the cottonseed oil mill machinery will do for the manufacture of linseed oil, with the exception of the rolls for preparing the seed for the cookers. A different sort of machine is used for handling flaxseed, consisting of a pan in which two large chilled wheels are revolved on edge, being carried by a horizontal shaft and traveling to and from the center from which the shaft is operated. The motion of these large rolls is slow, about 120 a minute. The machinery for hulling the cottonseed and separating the lint and bran from meats will, of course, be unnecessary in handling the linseed, which when properly crushed can be used in the cookers with proper degree of heat. From there on the machinery would be entirely adapted to your purpose."

ELEVATORS OF THE CANADIAN WEST.

A report to the Trade and Commerce Department of Canada from the chief inspector of the Manitoba grain inspection district shows the number of licensed elevators and warehouses to have increased from 822 elevators and warehouses with a total capacity of 30,356,440 bushels in 1902-03 to 982 elevators and warehouses with a capacity of 41,186,000 bushels in 1904-5. The elevators increased by 178 and the warehouses increased by 18, and the net gain in capacity was 10,829,560 bushels.

In Manitoba last year the Canadian Northern had 37 more elevators than it had the year before and 7 less warehouses; the Canadian Pacific had 56 more elevators and 6 less warehouses; in the Northwest Territories the Canadian Pacific Railway has increased its elevators by 85, but has 5 less warehouses.

LATE PATENTS

Issued on June 13, 1905.

Corn and Cob Crusher and Grinder.—Abraham M. Zimmerman, New Holland, Pa. Filed Oct. 21, 1902. No. 792,186.

Issued on June 20, 1905.

Coal or Grain Distributing Apparatus.—Charles A. Turner, Norfolk, Va. Filed Oct. 5, 1904. No. 792,682. See cut.

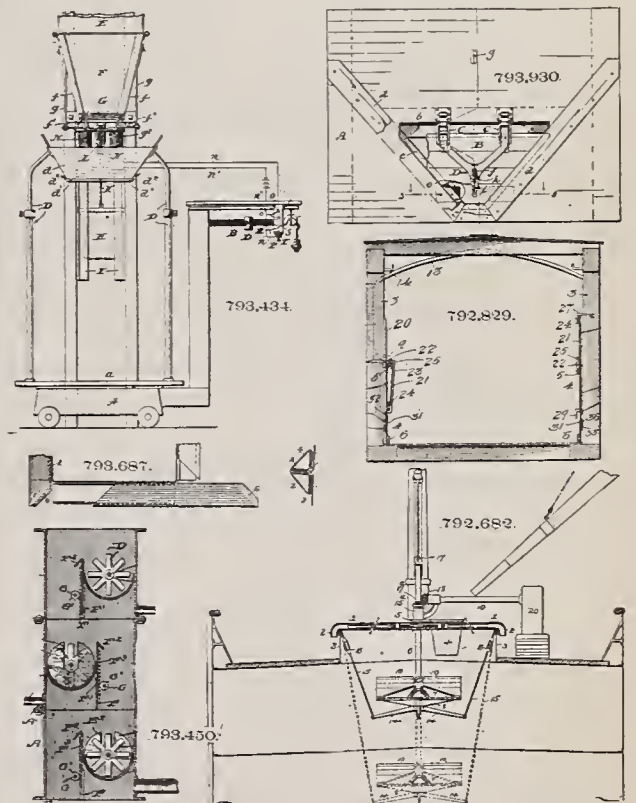
Grain Car Door.—Miles M. John, Pekin, Ill. Filed Nov. 7, 1904. No. 792,829. See cut.

Issued on June 27, 1905.

Weighing Machine.—Liebig W. Gibbons, New York, N. Y. Filed Sept. 20, 1904. No. 793,434. See cut.

Grain Cleaner.—Joseph T. Leonard, Rolling Prairie, Ind. Filed Jan. 6, 1904. No. 793,450. See cut.

Conveyor.—John Q. Adams and Alonzo T.



Adams, Marseilles, Ill. Filed July 18, 1904. No. 793,557.

Issued on July 4, 1905.

Grain Car.—John J. Hennessey and Peter N. Moore, Milwaukee, Wis. Filed Aug. 10, 1904. No. 793,930. See cut.

Leg for Grain Elevators.—Charles H. Smith, Chicago, Ill. Filed Sept. 28, 1904. No. 793,687. See cut.

The first arrival of 1905 Southern wheat at the Chamber of Commerce, Baltimore, was on June 20. It consisted of about 84 bushels from Ottoman, Lancaster County, Va.; quality and condition excellent, the lot being dry, the berry plump and well developed, color good and garlic absent. It sold at \$1.10 a bushel, S. M. Lyell & Co. to C. A. Gambrill Manufacturing Company. The first receipts of new wheat last year came June 24, also from Lancaster County, and sold at \$1.10 a bushel, being also in good condition.

BARLEY AND MALT

The Canada Malting Co., Ltd., of Toronto, Ont., has increased its capital stock from \$250,000 to \$500,000.

Fritz Worz and Gustav Eisner of Munich, Germany, have been granted United States letters patent on a malt turning apparatus.

The Hauser & Sons Malting Co. of St. Paul, Minn., will make important improvements to its plant. A 200,000-bushel steel elevator will be built and new machinery installed. About \$125,000 will be invested.

The contract for the new malt house to be built for the American Malting Co. in connection with its plant at One Hundred and Twenty-third Street and the Western Indiana tracks in Chicago has been let. The new building will be five stories high, 58x88 feet, and will cost \$100,000.

Experience has shown that barley is improved by storage and rehandling, simply because of the drying process that the grain thus undergoes. Tests made in a German brewery on a large scale showed that barleys after drying and subsequent storage for three years retained their germinating quality almost completely. In order not to injure the germinating vitality the drying should not be forced more rapidly than the removal of 5 per cent in one or two hours.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—		Bushels.	Value.
May, 1904	6,140	\$	3,078
May, 1905	17		12
Eleven mo. end. May, 1904....	90,687		45,266
Eleven mo. end. May, 1905....	81,010		39,536

Exports—		Bushels.	Value.
May, 1904	204,545		119,976
May, 1905	328,438		154,982
Eleven mo. end. May, 1904....	10,759,848		6,223,647
Eleven mo. end. May, 1905....	10,207,913		5,362,275

Exports—		Bushels.	Value.
May, 1904	57,801		42,914
May, 1905	50,062		35,890
Eleven mo. end. May, 1904....	404,643		291,202
Eleven mo. end. May, 1905....	445,315		312,870

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Lands in central South Dakota at right prices. A first-class investment and safer than a bank. Address

J. S. IRWIN, Blunt, S. D.

FOR SALE.

Two modern elevators, one in Minnesota, one in Iowa. Well located: easy competition, with splendid crop prospects. Inquire

81 CHAMBER OF COMMERCE, Minneapolis, Minn.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

MACHINERY

FOR SALE.

Otto Gas or Gasoline Engine, 38 horsepower, good as new, but too small; now being replaced by 75-horsepower engine. Will sell cheap for cash, or a little cash and balance on time, payments to suit. Address

THE H. L. STRONG GRAIN CO., Kansas City, Mo.

FOR SALE.

One three-horsepower Fairbanks Gasoline Engine, almost new.

WELLINGTON MILLING & ELEVATOR CO., Wellington, Kan.

FOR SALE.

One 35-horsepower Corliss engine and one 50-horsepower boiler in good condition. Address

W. H. BICKEL, Vinton, Iowa.

SECOND-HAND ENGINES AND MACHINERY.

One 30-horse Chandler & Taylor Engine, good as new.

One 25-horse Nagle Engine, good as new.

One 35-horse old style engine, good repair.

One No. 2 Victor Corn Sheller.

One No. 2 Cornwall Corn Cleaner.

One No. 1 Western Shaker Cleaner.

One No. 6 Clipper Grain and Seed Fan.

One 12-inch Boss Car Loader.

One 14-inch Boss Car Loader.

One cast-iron distributing spout, 14-inch.

Also large number of pulleys, both wood and iron.

All of the above for sale very cheap. Write for further description and prices.

CRABBS REYNOLDS TAYLOR CO., Crawfordsville, Ind.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

"THE STANDARD" SCALES.

For all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than price. Not in the trust.

THE STANDARD SCALE & SUPPLY CO., Station U., Chicago, Ill.

GRAIN AND SEEDS

FOR SALE.

Recleaned rye for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you.

GOSHEN MILLING CO., Goshen, Ind.

ELEVATORS

LIST NO. 19.

Is the largest list of elevators ever offered. Write for it.

C. A. BURKS, Elevator Broker, Decatur, Ill.

FOR SALE.

Two modern elevators on Soo Railway; both good points. Address,

521 BOARD OF TRADE, Duluth, Minn.

FOR SALE.

Grain and coal business in Indiana town of 100. Price, \$10,000; capacity of plant is 16,000 bushels; no competition. I handle 150,000 bushels a year. Plant is modern and in good condition. Write for further information. Address

R. A. P., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS FOR SALE.

A rare opportunity to buy two elevators in big wheat belt of Kansas. Capacity, 6,000 and 15,000 bushels. Old age and retiring from business cause of selling. Big money from first day you own them. First come, first served. Five thousand dollars will take both. Address

J. M. DAVIS, New York Life Bldg., Kansas City, Mo.

FOR SALE.

Elevator, grain and lumber business located in nice Illinois town. Capacity of plant, 35,000; handle 100,000 bushels annually. I have the largest lumber and coal trade in town. Want to retire from business and will sell for \$5,000, stock at invoice. Address

OLD DEALER, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE OR RENT.

Elevator for sale or rent; 35,000 bushels' capacity; gasoline engine power; Monitor Cleaner and feed grinder; doing first-class business in grain, hay, flour, feed, seeds, etc. In village of 600 people and in good farming country. Have also good hardware business in connection. Will rent or sell all together or separate, as desired. Address

LOCK BOX No. 1, Lena, Wis.

FOR SALE.

Good elevator and coal business in town of 4,000. Capacity of elevator, 12,000 bushels; 25-horsepower engine; Bowsher Feed Mill; loading-out hopper scale. Everything in good condition. Excellent coal business and retail feed trade. Price, \$5,500. Located at Chicago Junction on B. & O. R. R. Address

E. E., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

NEW ELEVATOR IN CENTRAL OHIO FOR SALE.

Modern and up to date in every respect. Most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bushels; ear corn, 8,000 bushels; mill feed, 50 tons; flour storage, 1,000 barrels. Thoroughly equipped with machinery, including a complete cornmeal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled, with the advantage of five railroads. Doing a good business in grain, wholesale flour (1,000 barrels per month). Coal and retail trade. Good for four to five thousand dollars net profit per year. Best of reasons for selling. For further particulars, address

SNAP, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

HAY WANTED.

Our commission, 50 cents per ton. It will pay you to send for our market report.

E. K. LEMONT & SON, Bourse Bldg., Philadelphia, Pa.

MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

GRAIN WANTED

GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

PRICES WANTED.

The Chattanooga Brokerage Company, Chattanooga, Tenn., want prices on corn, wheat, oats and hay, and all kinds of feedstuff. Wire or write.

Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER

W. J. JOHNSTON, 182 Jackson St., Chicago.

ATTENTION!

I desire to inform millers and grain men visiting the Lewis & Clark Exposition at Portland that I have several of

The "Libra" Automatic Scales

in working order on exhibition in the Foreign Building, German Department. I will be pleased to meet all interested parties and explain the advantages of the "LIBRA" over any other automatic scale in the market.

RICHARD H. ULLRICH, 16 Downs Block, Seattle, Wash.

Pacific Coast, British Columbia and Canadian Territory Agent for the Automatic Scale Company, Gliesmarode, Germany.

FOR SALE

Paxton Mill, -	Harrisburg, Pa.	1,200 bbls.
Swartley Mill, -	Doylestown, Pa.	120 "
Mingle-Fulmor Mill, -	Hatboro, Pa.	100 "
Gochner Mill, -	Boiling Springs, Pa.	100 "
Columbia Mill, -	Columbia, Pa.	150 "
Loucks-Codorus Mill, -	York, Pa.	125 "
Freed Mill, -	North Wales, Pa.	100 "

C. H. DEMPWOLF, YORK, PA.

NOTICE

THE NIAGARA DOUBLE SHAKE RECEIVING SEPARATOR, with evenly balanced sieves, runs with so little vibration that it does not have to be braced.

The revolving case in the **RICHMOND OAT CLIPPER** equalizes the wear so that it gives both better and longer service than any other machine.

THE NIAGARA DUST COLLECTOR is the only collector which can be used on grain cleaners without clogging the tubes. The outer case settles the coarser particles by centrifugal action so that the cloth tubes which catch the fine dust are never overloaded.

Let me tell you why Richmond machines are guaranteed to be the best, and we back the guarantee.

GEO. T. ZIMMERLE, Agt., 342 Board of Trade, Kansas City, Mo.

ROOFING AND SIDING.**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

ESTABLISHED 1886

Flour and Wheat Testing.

Howard's Wheat and Flour Testing Laboratory furnishes quick and accurate practical tests of wheat and flour.

Daily Comparative Baking Tests in comparison with the leading mills of the United States and Canada, Wheat Milling Tests and Chemical Analyses at prices within reach of any miller.

Schedule of rates and terms, including list of various tests, sent on application.

A. W. HOWARD, Old Colony Bldg., Minneapolis, Minn.

GRAIN RECEIVERS**PITTSBURG****D. G. STEWART & GEIDEL**

SUCCESSORS TO

D. G. Stewart and Geidel & Co.
PITTSBURG, PA.

WHOLESALE DEALERS IN

GRAIN, HAY and MILL FEEDProprietors Iron City Grain Elevator
CONSIGNMENTS SOLICITED**C. A. FOSTER**Grain Exchange Building, Cor. Penn
Ave. and Tenth St., Pittsburg, Pa.

Established 1878

Wholesale Grain, Hay and Mill Feed

CONSIGNMENTS SOLICITED

References: The Colonial Trust Co., Pittsburg, Pa.

HAY**The Best Market in the World**

Our superior facilities and connections with large buyers of HAY and GRAIN enable us to get the best prices. Liberal advances made on shipments.

Daniel McCaffrey's Sons Co.
Pittsburg, Pa.References: Duquesne National Bank.
Washington National Bank.

In the one spot 38 years.

GRAIN**N. MORTON**

RECEIVER AND SHIPPER

GRAIN, HAY AND FEED

Consignments Solicited

Member: National Hay Association; Pittsburg Grain and
Flour Exchange.

207 Grain Exchange Bldg., Pittsburg, Pa.

Reference, Monongahela National Bank

HARDMAN & HECKRoom 303, Second Nat. Bank Bldg.,
PITTSBURG, PA.**Grain, Hay and Mill Feed**Careful personal attention given
to any business you may give us.**CORRESPONDENCE SOLICITED****H. G. MORGAN & CO.**

Receivers and Shippers

HAY, GRAIN and MILL FEED

203 Bissell Block

Pittsburg, - Pa.

INDIANAPOLIS**The Wm. S. Gilbreath Seed Co.**

WHOLESALE

FIELD SEED MERCHANTS

INDIANAPOLIS, IND.

Buyers and sellers of Field Seeds will do well to correspond
with us; we handle in large quantities:

Red Clover, White Clover, Red Top, Hungarian, Kaffir Corn,
Timothy, Alfalfa, Orchard Grass, Dwarf Essex Rape, Peas,
Alsike, Blue Grass, Millets, Cane,

Send us your samples or ask for ours

New 'Phone 4313

Old 'Phone 4380

Robinson's Cipher

NATIONAL GRAIN & HAY CO.

Grain, Hay, Flour and Feed Commission

Top Market Prices—Quick Returns

46 Board of Trade,

INDIANAPOLIS, IND.

MILWAUKEE**MILWAUKEE ELEVATOR CO.**GENERAL GRAIN DEALERS
AND BUYERS

BARLEY A SPECIALTY

61-66 Mitchell Building, Milwaukee, Wis.

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

Mohr-Holstein Commission Co.

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

ESTABLISHED 1864

I. H. Lowry & Co.

64 Mitchell Building, MILWAUKEE, WIS.

GRAIN COMMISSION MERCHANTS

Branch Offices at CHICAGO, MINNEAPOLIS

We solicit your consignments

DETROIT

A. S. DUMONT

R. C. ROBERTS

A. E. O'DONNELL

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce
DETROIT, MICH.Merchants Exchange
DECATUR, ILL.

Consignments Solicited.

Ask for our Bids and Quotations

CAUGHEY & CARRAN

DETROIT, MICH.

Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal
advances.

OFFICES: 620 to 624 Chamber of Commerce

ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

L. A. PARSONS

H. M. HOBART

Parsons & Hobart

GRAIN, BEANS and HAY

CONSIGNMENTS SOLICITED

Elevator: M. C. R. R. and Trumbull Avenue

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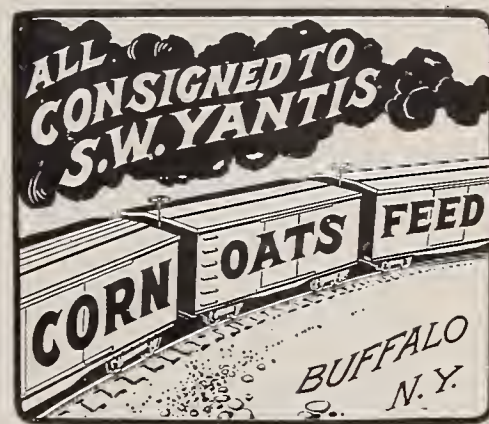
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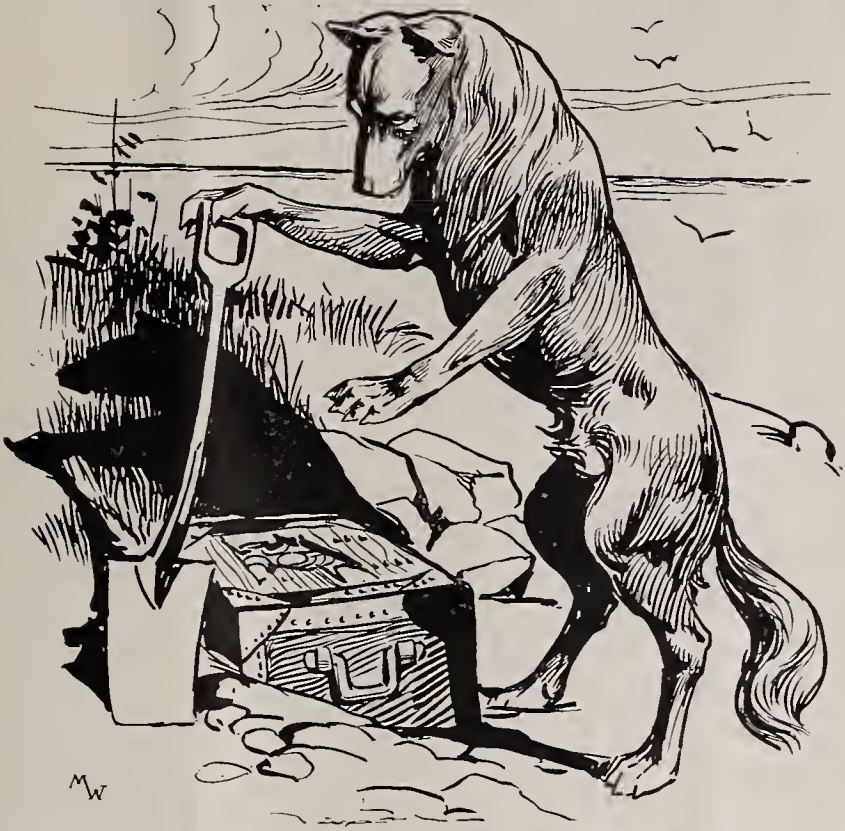
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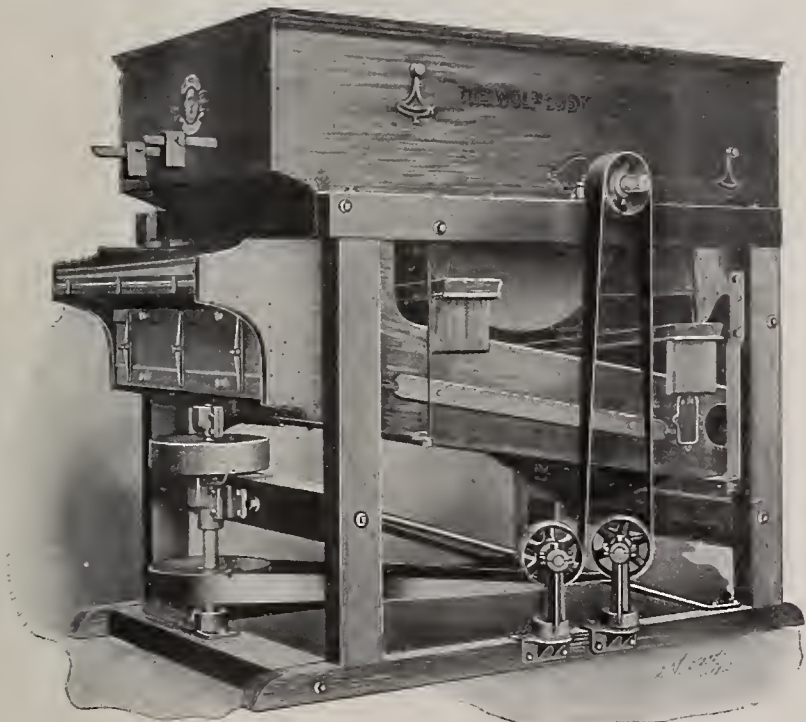
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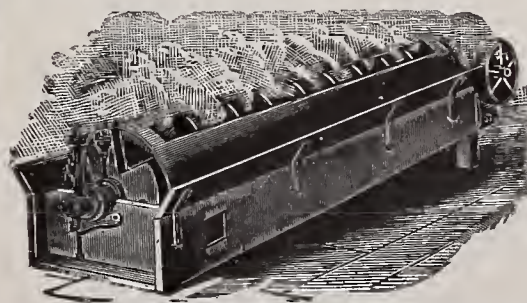
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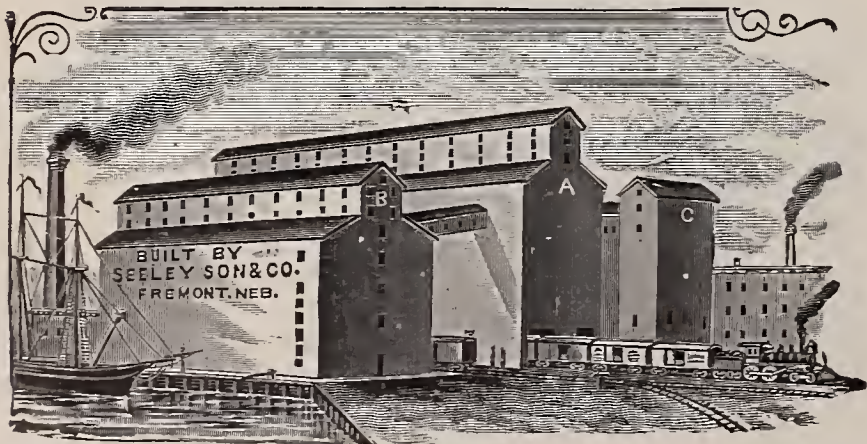
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to larger profits in the grain business is through our system of construction and our ability to do your work in a hurry.

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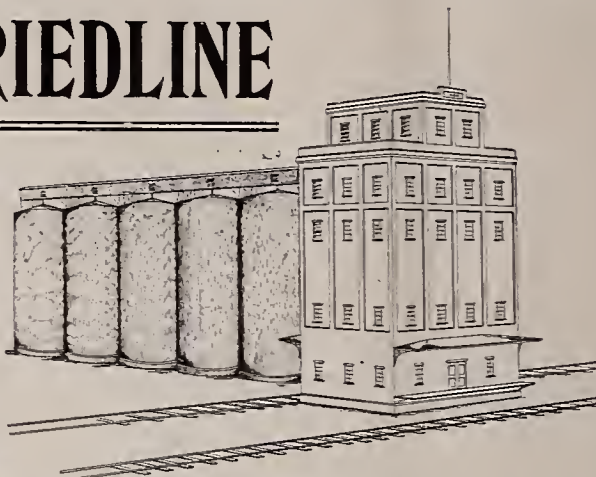
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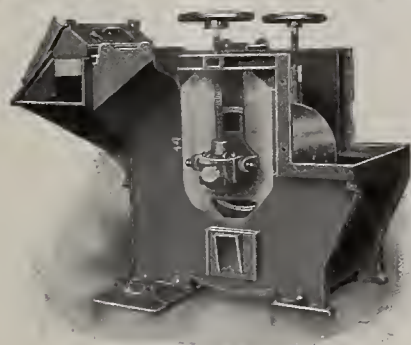
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Marks the highest point in efficiency that has ever been reached in elevating grain. READ THIS:

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What this Boot has done for the Cloidt Co. it will do for you.

SENT ON TRIAL.

16-inch pulley—16-inch face.
NON-CHOKING.

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Modern Elevators - - Reasonable Prices

Send for copy of our new design 15,000-bu. Cribbed Elevator. Cost, about \$2,500.00 complete (depending on location and equipment).

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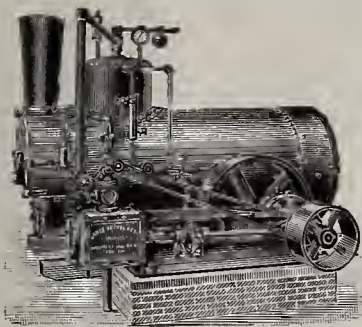
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HERE'S THE POWER

that's simple and efficient and reliable. Not the whimsical and unreliable gas engine. It's steam and it's

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After all others are tried out you come back to steam for durability and greatest economy. Leffel is the line adapted to grinding, shelling and elevator service. Many styles, horizontal and upright. Quick steaming power that's sure and equal to every duty. Waste cobs furnish more than enough fuel. "Leffel quality." Write for large free catalogue and state your wants for estimate.

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ANOTHER ONE

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Yours very truly,
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(Be careful of your address.)

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in this paper reach the men who are in the market for Elevators, Machinery, Etc.

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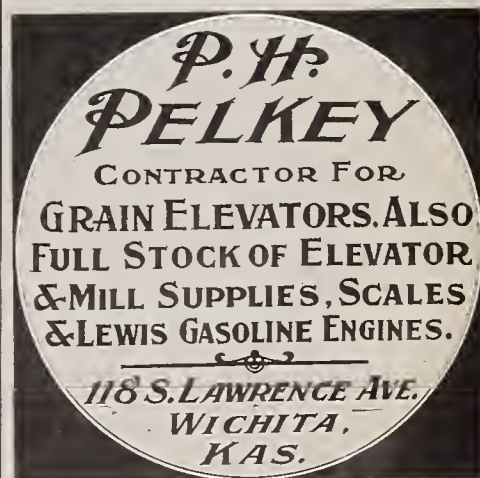
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The Largest Plant in the Country, Devoted Exclusively to Gas Engines
3 Acres of Floor Space beside Foundry

Millers Who Use

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Elevators Conveyors

Recommend Them

Catalogues covering all our lines mailed free on request



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Our prices and discounts are worth investigating

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6-inch. 8 ducts.
NON-MIXING

OLD FASHIONED

Machinery, like old fashioned ideas, was good enough in its time, but neither is adapted for doing the business of 1905.

Our **SIGNALING** Distributor is the "to-day" machine for "to-day's" needs in the grain elevating business. It prevents chokes in the back leg, signals operator "bin full" or "spout clogged," saves labor, time and will last forever.

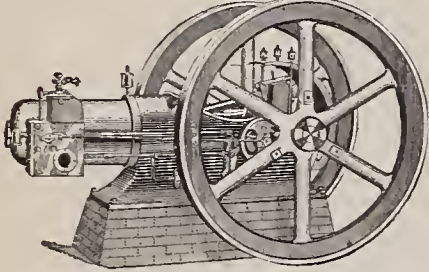
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SIZES 2 TO 100 H. P.



If interested in an engine in which either gasoline or kerosene can be used, write for large catalog.

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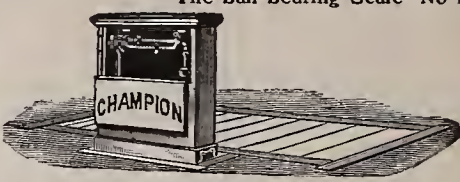
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HOWE U. S. STANDARD SCALES, all kinds and sizes.
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WHY not be sure on weights? Howe scales are absolutely true scales.

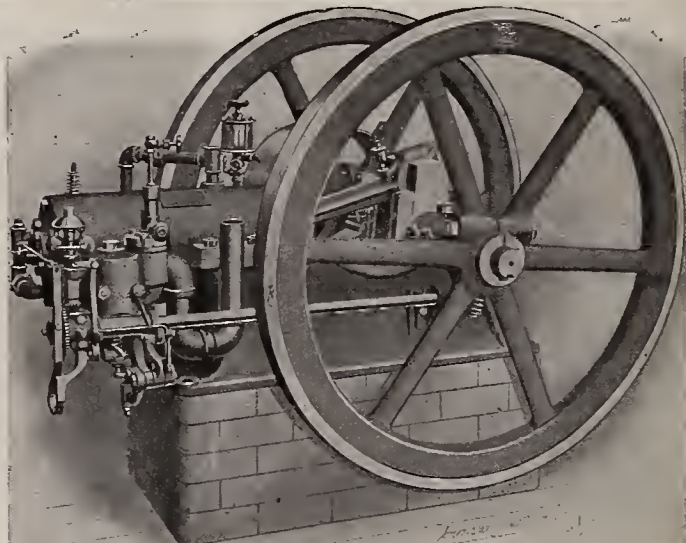
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SECOND-HAND REPAIRED SCALES of standard makes and sizes.

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We can fill your orders promptly and satisfactorily with anything desired in the way of mill and

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Also note that we are makers of the

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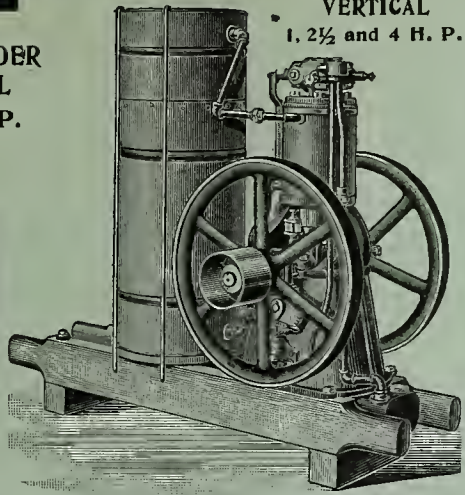
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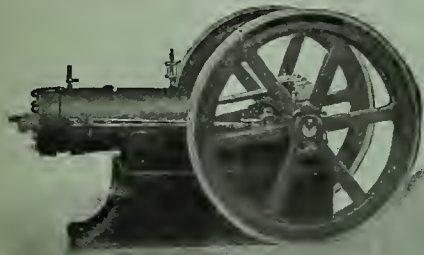


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NEW ERA HORIZONTAL GAS ENGINE. 2 H. P. LITTLE GIANT VERTICAL GASOLINE ENGINE ON SKIDS.
Heavy and Substantial. First-class throughout. Thoroughly guaranteed.
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A simple and reliable Gasoline Engine that is perfect in every detail. -It is free from trappy and delicate parts that are liable to cause trouble. It will start as easy and work as well at 20 below zero as in warm weather. Write for our 1905 catalog describing our line of stationary and portable Engines from 2 to 20 H. P.

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Especially Adapted for

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Complete equipments which conform to insurance rules and include easy starting attachment, self-cleaning igniter, bronze bearings, vertical valves, wipe feed oil system, etc., etc.

Fuel economy and full, actual horsepower guaranteed. Defective parts replaced for FIVE YEARS.

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affords the best means of trans-
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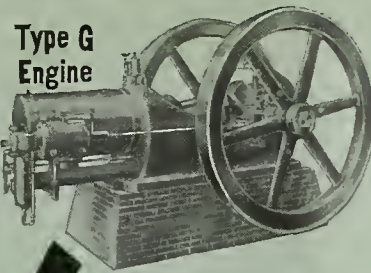
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THE PIONEER LINE
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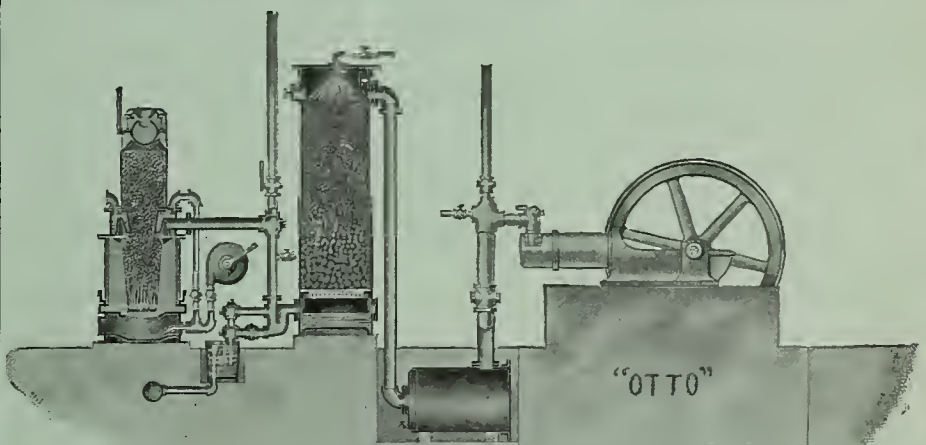
They are the horizontal type, 2 to 100 H. P., and are so simply and perfectly made that it requires no experience to run them, and

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Send for a catalogue of our Wizard Engine, 2 to 8 H. P., (jump spark ignition system, the same as in the famous Oldsmobile), the most economical small power engine made; fitted with either pump-jack or direct-connected pump. Or, our general catalogue, showing all sizes.

OLDS GASOLINE ENGINE
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"NO TROUBLE"



Holdrege, Neb., June 2, 1905

THE OTTO GAS ENGINE WORKS,
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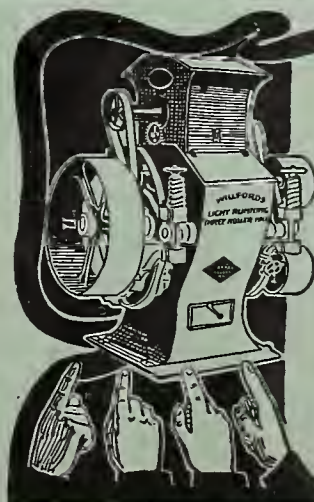
Gentlemen:—

The 60 H. P. OTTO gas engine and suction gas producer plant you installed for the city in our water-works last Fall has given us the very best of satisfaction. We have never had the **least trouble** with either the engine or producer. It is as easily and more quickly started than a steam plant. We have kept track of the coal consumption and find that it does not exceed one pound of coal per horsepower per hour.

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4 GOOD POINTERS

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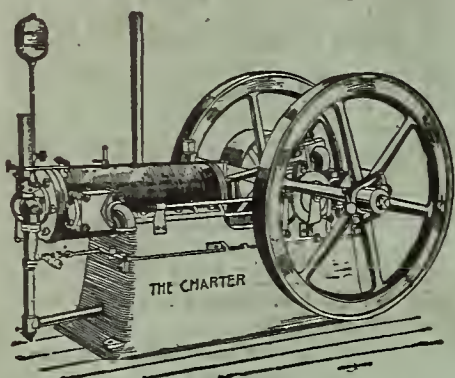
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Stationaries
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that has **NOT CHANGED** during the past 20 years, and that is

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We say "relative" because, while the "Charter" has always been the best in quality, yet the standard of quality and the character of the material have changed, so the quality of the "Charter" is far ahead of what it was; and it was good then, judging by the number of the early engines still in use and the reports on them.

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which reduces operating expenses? I have an appliance which will do the work now done by your fireman; will lessen the fuel bill, reduce the insurance rate, and in addition will give you a clean plant.

The expense of installing is nominal and I guarantee good returns on the investment. Write for booklet, describing my device.

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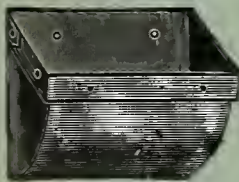
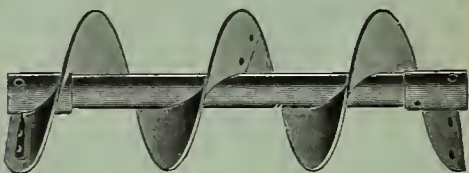


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Salem Buckets
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SAFETY CUT-OFF AND ALARM MACHINES.

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Manufacturers of

**MODERN GRAIN ELEVATOR
MACHINERY**

Two Large Factories

See Ad., Page 1

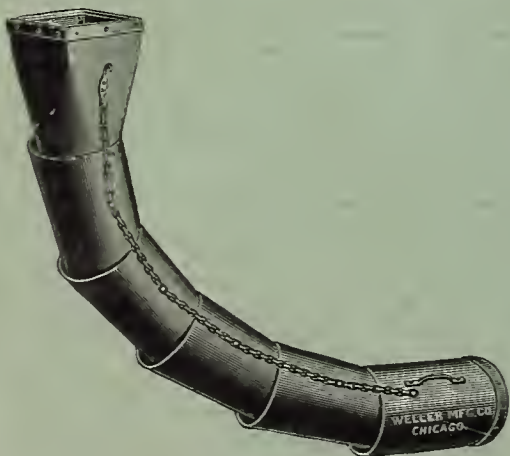
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SEND US YOUR LIST OF
MACHINERY AND WE WILL

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FORWARD YOU A NET
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GRAIN ELEVATOR MACHINERY



WELLER MFG. CO.

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Manufactured exclusively by

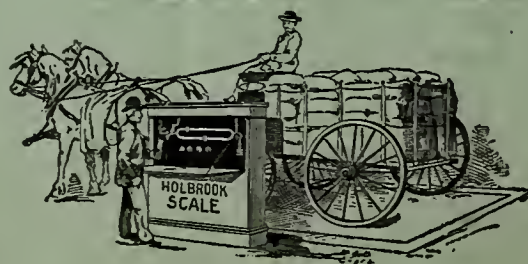
The Appleton Car-Mover Co.
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Is decidedly the best and most powerful
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Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



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